# CYCLE NEWS®

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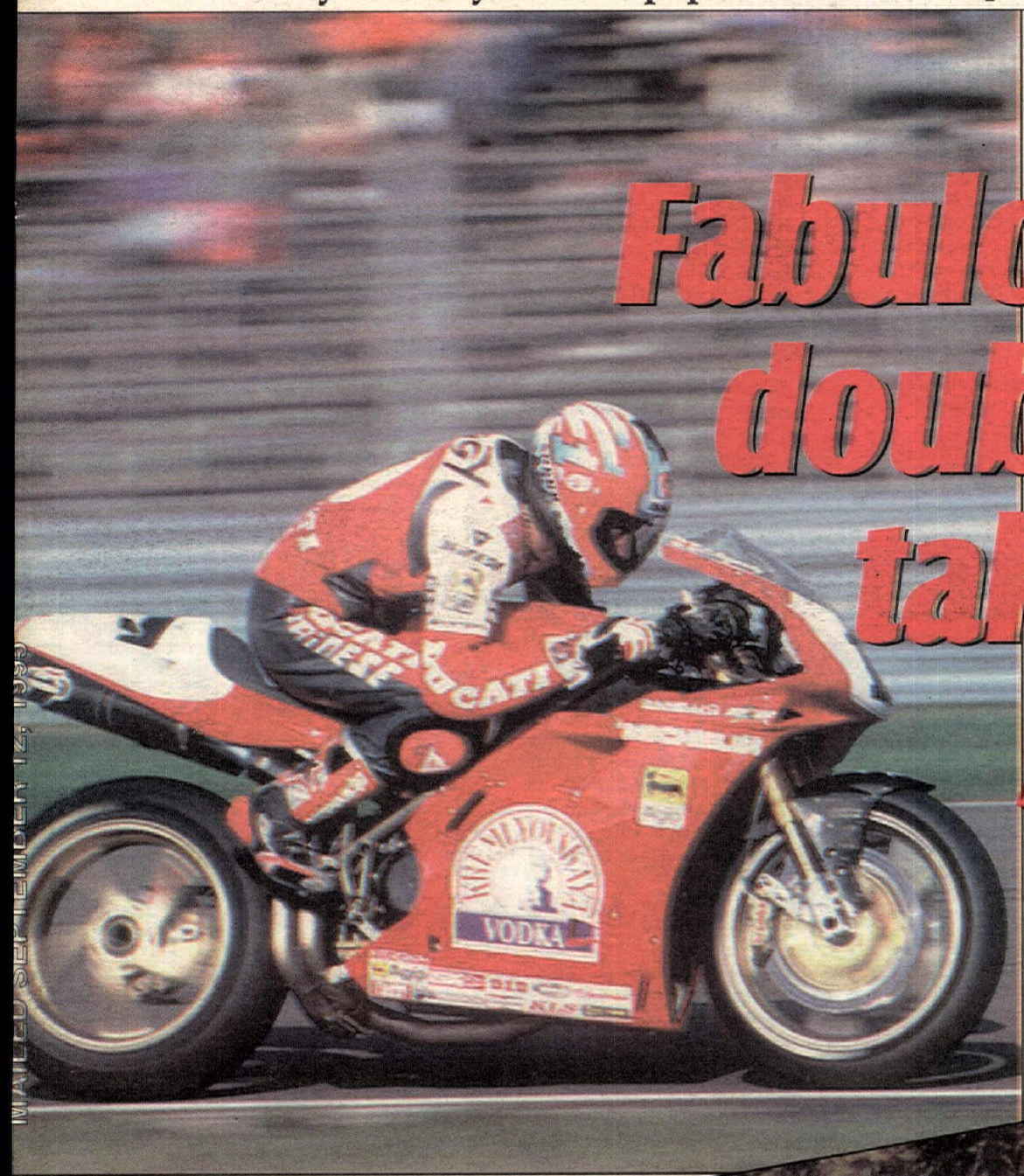
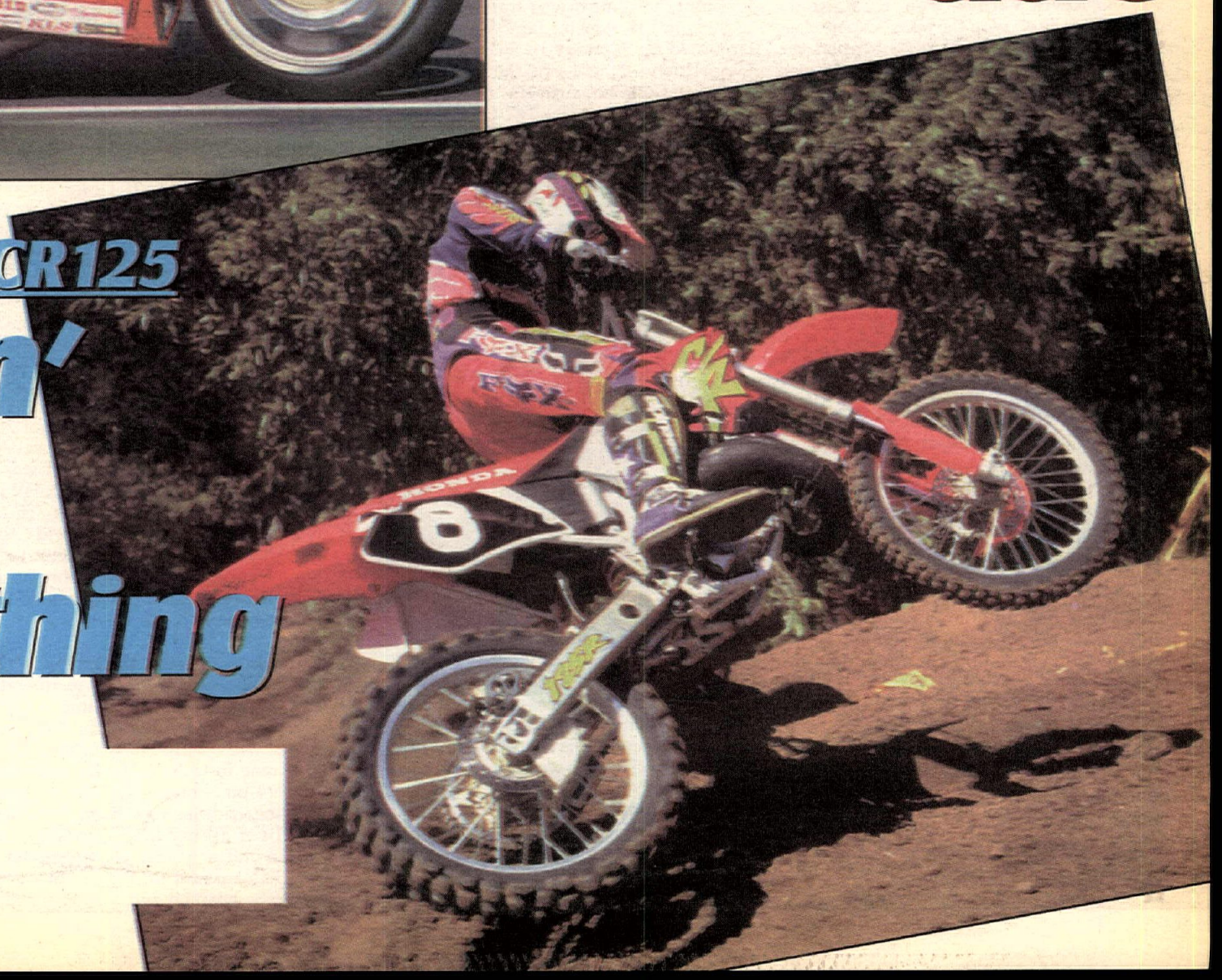


WORLD SUPERBIKE

## Fabulous Fogarty doubles Assen, takes second successive title



1996 Honda CR125

## Messin' with a good thing


TIME DATED MATERIAL MAILED SEPTEMBER 12

Team Suzuki Endurance's **Michael Martin** and **Dave Stanton** (Suz) combined to win round eight of the 10-round WERA National Endurance Championship at Memphis Motorsports Park in Memphis, Tennessee, on September 9, giving the team its 11th National Endurance Championship. Martin and Stanton finished 22 seconds ahead of a second Team Suzuki Endurance entry, ridden by Steve Patterson and Grant Lopez, in the four-hour race. Northwest Honda Racing's Greg Abbott and Gordon Miller (Hon) finished third. Team Suzuki Endurance now holds an insurmountable 172-point lead with two events remaining in the series.

**Rick Soter** (BSA) was the 540cc class winner at round 9 of the AMA National Hillclimb Championship Series, held September 10 in Freemansburg, PA. **Paul Pinsonnault** (Hon) was second ahead of **Ted Wilkins** (Rtx). **Lou Gerencer** (H-D) topped **Steve Dresser** (H-D) and **Rodney Williams** (H-D) in the 800cc class.

**Guilherme de Oliveira** (Hus) won the 13th edition of the Enduro Internacional de Independencia, which started in Rio de Janiero, Brazil on September 7 and finished in Belo Horizonte on September 10. Bernardo Magalhues (Suz) was second with Hugo Morato (Suz) third. All three were Brazilians. The event utilized a unique system in which a road book is used for both timekeeping and navigation.

**Larry Pegram** (H-D) was declared the winner in the 750cc Expert class in the AMA Regional dirt track at Hagerstown Speedway in Hagerstown, Maryland, on September 8. The 750cc Expert main event was rained out, and Pegram was awarded the victory by virtue of his win in the fastest heat race of the night. **Will Davis** (H-D) was awarded second place and **Kevin Varnes** (Hon) third. **Roger Durkee** (Rtx) won the 600cc Expert class while **Rick Winsett** (Rtx) topped the 600cc Pro-Am class. The 250cc Pro-Am division was won by **Scott Shinn** (Hon).

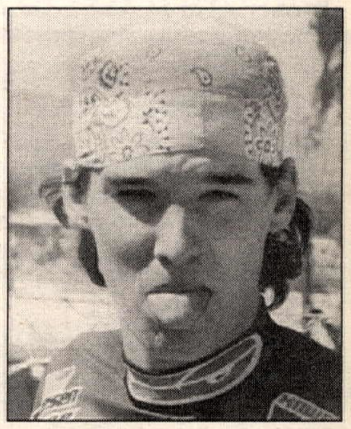
**Dave Schultz** (Suz) won the Pro Stock class at the AMA/ProStar Orient Express U.S. Motorcycle Nationals at Atco Raceway in New Jersey on September 10. Schultz topped **John Myers** (Suz) in the finals with a 7.566-second, 178.21 mph run.

In the face of his international commitments, reigning U.S. National Champion **"Sudden" Sam Ermolenko** will not be on hand to defend his crown in the upcoming U.S. National Speedway Championship at the Orange County Fairgrounds in Costa Mesa, California, on September 16. In his stead, the promoters have elected to invite Ermolenko's brother **Charles Ermolenko** to take the '93 World Speedway Champion's place in the event. Sam Ermolenko thus prematurely joins **Steve Bast, Kelly Moran Bobby Schwartz** and **Mike Faria** as a two-time National Champion while **Mike Bast** remains as the only rider to win the title more than two times, having racked up seven U.S. National victories.

**David Pingree** (Kaw) and **James Dobb** (Hon) each took home a Pro class victory during the opening round of the **GFI Fall MX Series** at Perris Raceway in Perris, California, on September 10. Pingree rode his Team Pro-Circuit/SplitFire entry to the 125cc Pro class win over **Greg Schnell** (Suz) and **Travis Preston** (Suz) while Honda of Troy's Dobb outran Preston and **Larry Linkogle** (Hon) to score a perfect sweep in the 250cc Pro division.

Japan's **Yasutomo Nagai**, 29, died on Monday, September 11 from head injuries sustained in the World Superbike Championship round in Assen, Holland, on September 10. Nagai crashed his factory Yamaha YZF750 in oil on lap 15 of the 16-lap second race at Assen and was struck by his high-flying motorcycle. Nagai, who currently holds down fourth in the World Superbike point standings, was transported to a hospital in Amsterdam where he was joined on Monday by his mother and girlfriend. Nagai was the teammate of Texan Colin Edwards II.

# Belgium wins MX des Nations



For the second year in a row, the team from the United States narrowly lost the Motocross des Nations. This time, the team from Belgium, consisting of two current World Champions and one vice-champion, topped the USA's three-man team of Steve Lamson, Ryan Hughes and Jeff Emig to win the overall championship by one point. The Belgians, led by Husaberg four-stroke rider Joel Smets' 1-1 score in the 500cc division, scored nine points to the 10 totaled by the Americans.

Yamaha's Emig led the Americans with a 2-1 score and the overall win in the 250cc class. Kawasaki's Hughes, who got the 500cc assignment, ran a very impressive 2-2 in his two heats. Honda's Lamson had the lowest score on the squad, as his was third overall in the 125cc division with 3-3 finishes.

In the first moto of the three-moto event - held in front of about 30,000 people in Svrepec, Slovakia, September 10 - Smets won the 500cc class ahead of Hughes and New Zealand's Darryl King. That came as no real surprise, as Smets is the new 500cc World Champion, while Hughes was making his major-league open-bike debut. The real shocker came behind the trio, in the form of 17-year-old Frenchman Sebastian Tortelli. The Kawasaki-mounted Tortelli - third in this year's 125cc World Championships, dominated the 125cc division. Tortelli bettered current 250cc World Champion Stefan Everts (above), who piloted a 125 for Belgium, and newly crowned 125cc National Champion Lamson. In the process, Tortelli finished fourth in the combined field of 125s and 500s.

In the second moto, which combined the 125 and 250cc classes, Tortelli caught and passed both Everts and Lamson and pulled away for another convincing win. Everts was again second ahead of Lamson. The 250cc class winner was another surprise as German Honda rider Pit Beirer came through the pack from fifth to take the win ahead of Emig and Belgium's Marnicq Bervoets.

The US team needed a pair of wins in the final 250 and 500cc moto in order to regain the championship. Emig gave the team one win after early leader Beirer drilled himself into the ground. Hughes, however, needed to beat Smets in the open class. While Emig led everyone, Hughes moved into fourth right behind Smets and English 250cc rider Kurt Nicoll. With four laps to go, Hughes ran into the back of an out-of-control Nicoll and both riders went down, ending the USA's hopes for the team championship. Hughes remounted before Nicoll, but did not have enough time to catch back up to Smets.

Belgium took the win with nine points over the United States' 10. France was third overall with 16, ahead of England's 22 and Holland's 28.

**Davey Coombs**

# Nielsen takes Denmark Speedway Grand Prix

Former three-time World Speedway Champion Hans Nielsen (right) of Denmark appears on the verge of capturing speedway's first-ever Grand Prix title after coming from well back to score the win during round five of the World Championship Individual Speedway Series at Vojens Speedway in Vojens, Denmark, on September 9.

Nielsen, the Vojens track record holder, got off to a poor start by his own standards with two third-place finishes, but he dropped only one more point to take his place in the A Final at his home GP. And when it mattered most, Nielsen made a perfect start to secure victory and 20 more GP points, which means that he looks certain to be crowned champion in the final round at Hackney Stadium in London, England. Nielsen has accumulated 89 points to pull nine ahead of reigning World Champion Tony Rickardsson of Sweden going into Hackney. England's Chris Louis is third with 70.

American Sam Ermolenko appeared to be the best rider at Vojens, having dropped only one point to Polish GP winner Tomasz Gollob. But in the A Final, Ermolenko was forced to play second fiddle to Nielsen while strengthening his own position in the series standings with a runner-up finish. Rickardsson and Gollob were third and fourth in the A Final.

Young Americans Greg Hancock and Billy Hamill continued their solid runs in the Grands Prix with a second- and third-place finish, respectively, in the B Final. Hamill now sits tied with Ermolenko and Gollob for fourth place in the series standings; each has 65 points. Hancock is currently fifth with 64 points.

**John Hipkiss**

As *Cycle News* was going to press on Monday, September 11, we learned from sources in Europe that **Mike Hale** was set to sign a lucrative contract with Promotor Ducati to contest the 1995 World Superbike Championship. Hale, who currently lies second in the AMA Superbike National Championship point standings on a Smokin' Joe's Racing Honda, is expected to join the squad as a teammate to Australian Troy Corser. The young Texan was unavailable for comment. Hale and his Honda teammate Miguel DuHamel recently concluded a two-day Dunlop tire test at Daytona International Speedway on the team's Honda RC45s.

Sources in Europe also say that Australian **Anthony Gobert** has inked a contract with Pileri Honda that will see the current Muzzy Kawasaki World Superbike rider aboard a Honda NSR500 for the 1996 500cc World Championship. Gobert will team with Italian Loris Capirossi on the Marlboro-backed team. Gobert tested the team's NSR500 at Misano in Italy last week.

**Colin Edwards Sr.**, the father of road racer Colin Edwards II, is recuperating at the Baylor Medical Center in Dallas, Texas, following a successful liver transplant. The Australian who now makes his home in Conroe, Texas, underwent surgery on September 3 and is up and walking with his new liver. "I've had a bad liver all my life," Edwards said. "Colin and my other son prompted me to go ahead and do this. I got the call from the hospital and four days later I had a new liver. I was really lucky. The tests following the surgery say that everything is nearly normal already. I'm a new man and I'm loving life." Edwards, who will celebrate his 50th birthday on September 12, will remain at the Baylor Medical Center for another 20-30 days before being transferred to hospital housing. He can be reached via mail at the Baylor Medical Center, 14th Floor, Roberts Bldg, Room 1334, or by phone at 214/818-7434.

Yoshimura Suzuki's **Fred Merkel** has had his 750cc Supersport victory from Sears Point reinstated. Merkel, who was disqualified after winning the race for running an illegal air cleaner on his Suzuki GSXR750, was reinstated after American Suzuki provided the AMA with documentation that showed the air filter was in fact an OEM item. Merkel's win at Sears Point on August 27 was his sixth in a row and seventh of the year. With one round remaining at Firebird International Raceway in Chandler, Arizona, on September 24, Merkel trails series points leader Tom Kipp by eight points.

Race fans will have the opportunity to enter the **Pit Crew Contest** for the upcoming round of the AMA Grand National Championship at the Pomona Fairplex in Pomona, California, on October 7. Winners will have the opportunity to join the pit crews of riders such as Scott Parker, Chris Carr, Will Davis, Steve Morehead and others. To enter, pick up an entry from your local Harley-Davidson dealer and mail it to Race

West, P.O. Box 6170, Anaheim, CA 92816-6170. Entries must be received prior to October 2 and the 12 winners will be notified by telephone. Each winner will receive a pit pass and a team or event T-shirt.

Former KTM factory rider and long-time part-time Kawasaki test rider **Mike Fisher** has taken on a full-time position as an **in-house test rider for Kawasaki**. Fisher, whose career highlights include several fourth-place finishes during the 1991 Camel Supercross Series, will assist in the development of everything from motocross bikes to Jet Skis to utility vehicles and ATVs. "I'll still race selected events, maybe even a supercross here and there," said Fisher. "I'm pretty excited, this is my first real full-time job."

Will the **California Helmet Law** be repealed? According to the September 10 edition of the Orange County Register, the legislation introduced by California State Assemblyman Bill Morrow (R-Oceanside) on February 10 to eliminate the three-year-old law is still very much alive. Morrow's bill stalled on April 17 after a partisan vote by the Assembly Transportation Committee, with Republicans voting in favor of the repeal and Democrats against, but that was in a Democrat-controlled Assembly. With the Republicans taking control of the Assembly and its committees, Morrow revived the bill on July 1 by adjusting the language and attaching it as a rider on a measure which would increase the speed limit on California highways. But the author of the speed-limit proposal, State Senator Quentin Kopp of San Francisco, said that he would rather drop his legislation rather than be forced to carry the helmet-repeal provisions. Morrow's proposal is now pending in the Assembly Transportation Committee. In related news in the federal arena, the Register reported that a highway bill which would drop federal motorcycle-helmet and speed-limit requirements won the approval of the House Transportation and Infrastructure Committee on Friday, September 8.

The promoters of the **Sturgis Rally & Races** have confirmed an increase in attendance of more than seven percent for this year's event, the 55th rally. Sturgis Mayor Chris Mechling has announced that 215,000 people were in attendance, the second highest number in the history of the rally; the 50th running of the Sturgis Rally & Races in 1990 still holds the attendance record. Using highway counters, 18 locations were selected in the Sturgis area for traffic comparison. In addition, tax revenue statistics were recently released from the South Dakota Department of Revenue and gross sales of over $6.5 million were reported. Taxes collected were $394,582 - an increase of more than $62,000 from last year's event.

**Moto Liberty**, with the assistence of HRC in Japan, are offering a trip to Japan for those who purchase a new Honda RS125 or RS250 road racer. Those who buy the bikes will have the opportunity to pick the two-strokes up in Japan and will be able to ride the bike at the world-famous Suzuka Circuit. In addition to riding at Suzuka, the tour will offer a trip to the Honda factory in Hamamatsu. The price of the tour is $2695. The trip begins and ends in California, starting on November 13th and ending on November 18. The price of the tour includes airfare, transfers, hotel and two meals per day. It also includes the price of shipping the customer's Hondas back to the U.S. The trip is limited to 30 people. For more information, call Moto Liberty at 214/242-6440.

**BORN:** A baby girl, Abby, to former off-road racer Cliff Thomas and his wife Donna in Woodland Hills, California, on August 24. Thomas is a former winner of the Barstow-to-Vegas desert race.

**BORN:** Graham Michael Goodwin, to Petersen's Motorcycle Group publisher Scott Goodwin and his wife Kerrie in Los Angeles, California, on September 3.

**HIRED:** Nancy Dutcher as Director of Sales for Sears Point Raceway in Sonoma, California, effective August 3. Dutcher was formerly the national sales manager at KNEW/KSAN radio in San Francisco. CN

# AMA cancels Mechanicsburg HM

The Mechanicsburg, Pennsylvania, Half Mile at Williams Grove Speedway, site of round 19 of the AMA Grand National Championship Series, was called off on September 9 when AMA officials deemed the fabled sprint-car track unsafe for a motorcycle race.

The debate began when the teams arrived at the Southeastern Pennsylvania facility and got a look at the red-clay track, which had apparently been not been graded and was doused with an overwhelming amount of water. Veteran rider Steve Morehead was the first rider to make a move as the "Findlay Flyer" showed up at 2:30 p.m., took one look at the racing surface, and left in disgust an hour later.

"I've ridden on MX tracks nicer than this thing," Morehead said. "They (Williams Grove) were warned. We came here with all the intentions to race. This just doesn't look like a place where professional motorcycle racing ought to be."

Several other teams were angered over the situation as well, including TCR Racing team owner Tom Cummings, but most elected to remain and see if the conditions could be improved. "We're not going to leave just yet," Cummings said. "But we're not going to unload just yet either."

A brief but heavy rain shower just after 4 p.m. did little to help the water-drenched track, but nonetheless, Williams Grove track personnel attempted to salvage the race by grading off the top layer of clay and then adding lime to the surface in the corners with the hope of soaking up the excess moisture. Some three hours later, track conditions had not improved, and tempers began to wear thin as some of the riders, including Grand National Champion Scott Parker, attempted to offer track personnel suggestions on how they might be able to make the conditons raceable.

"I was standing right there when Scotty told the guy that they needed to dig down a little further," said Will Davis, who currently lies fourth in the series standings. "The guy got mad and stuck his shovel in the dirt and said, 'What part of "we're already down to the base" don't you understand?'"

"This is Grand National Racing at its finest," Parker said. "Now it's 7:15 p.m., the lights have come on, and we still haven't been on the track."

Parker's factory Harley-Davidson teammate Chris Carr and tuner Kenny Tolbert were also surveying the situation and were one of the few teams who held any optimism for the race.

"I came here to collect a paycheck," Carr said. "I'm glad we're finally getting closer to going."

"Me too, Tolbert said. "And it should have been better when they got here. It's not like they didn't know we were coming."

By 7:40 p.m. the grandstands that lined the track were filled to capacity. AMA referee Bruce Bober asked Davis, Parker and Eaken Racing's Larry Pegram to suit up and test the track. All three riders went out and turned a few laps before pulling off.

"That lime is slicker than snot," Davis said. "I went into turn one and both ends went away at the same time."

"I think it's because the track is too hard," Pegram added. "I went into turn three and almost went all the way to the fence. I don't know what they can do. They need something to dig it up. Right now it's so hard and polished that there's no traction. And we thought Morehead was dumb for leavin' early."

After repeated attempts to wheelpack the surface with a roller, track vehicles and even the personal vehicles of several riders, the track refused to shape up. Just before 9 p.m. Pegram and Davis took to the track once again - this time with Carr, who would offer yet another opinion, but the results were the same. Bober cancelled the event at 9:30 p.m. and said that the race would not be rescheduled.

"Due to the way we prepared the track and the rain tonight, it was deemed unsafe," Bober said. "Right now, there's no time to reschedule." When asked why the race would not be run on the rain date (September 10), Bober replied, "We initally said 'tomorrow,' but after discussion with the promoter, he said that it would not be practical."

Although the packed house booed the decision, the crowd dispersed in an orderly fashion. But the fact the rain date would not be used further angered the fans, teams and riders, including Pegram, who was near Bober and Jones when the initial discussion took place. "The promoter has the rain date for tomorrow," Pegram said. "But he said he doesn't want to run because he says he's going to lose his ass."

Although Jones was unavailable for comment, co-promoter Alan Kreitzer responded at press time: "My understanding is that it was the AMA's decision not to race," Kreitzer said while not denying that he and Jones would have lost money. "We just didn't feel it would be in everyone's best interest. A lot of people had traveled a long way to be there, and they weren't going to be able to come back. We didn't think that it was fair to the fans."

"It's not fair," USC Racing's Sarah Goad said. "The word is that the promoter would have had to refund the money and that he couldn't have sold enough tickets for tomorrow's rain date. We've lost the opportunity to make money, and it cost us a lot of money to come here. Motorcycle racing is our business. The AMA thinks that it is a hobby or a sport. Until they start treating it like a business, this sport isn't going to go anywhere."

Perhaps hardest hit by the decision were the smaller independent privateer riders like Dale Jenneman, who made the 1300-mile trek from his Grand Island, Nebraska, home by himself in order to compete.

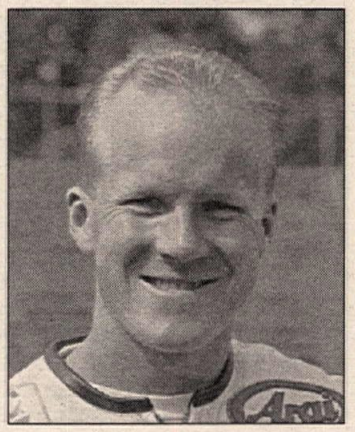
"I didn't ride the track but from what I've seen, it wasn't very good," Jenneman said. "I think we could have run tomorrow, but the promoter doesn't want to have to pay us any of the purse. If it wasn't for what we did at the (Hagerstown, Maryland) Regional the night before, we couldn't have paid for the gas to get here. But I guess it's better than going home in a box."

"We came to race," Parker said. "It's sad, because it was the exact same way last year. Look at all the fans who came to watch us tonight. We've got to race at facilities that can guarantee good race tracks year in and year out. Now, Bill Werner is the only person who made a paycheck tonight, because he's union. We shouldn't even have been here this year."

The decision to cancel comes in the face of the occurrences at this year's Denver Half Mile where the riders felt the track was not up to Grand National Championship safety standards and had threatened a rider boycott of the facility. At the time, the riders told the AMA officials that they were concerned with the upcoming round at Williams Grove, and that if the track was not better prepared than it had been in 1994, they would not ride. According to Bober, phone calls were reportedly made to the Williams Grove promoters explaining the AMA and the riders' position right after the Denver round. Bober said that in light of what happened at Williams Grove, the AMA Grand National Championship Series will not return to the facility in 1996.

**Scott Rousseau**

# Carr claims 600cc National title



Andy Tresser won the final round of the AMA 600cc National Championship Series at the Castle Fairgrounds in Castle Rock, Washington, on September 9, but Team Harley-Davidson's Chris Carr (right) was once again crowned champion even though he did not compete in the final.

Carr, the series points leader going into Castle Rock, elected to contest the Mechanicsburg Grand National Half Mile in Pennsylvania, scheduled on the same weekend, as did second-placed Rich King. That left Joe Kopp, who sat third in the standings, with a clear shot at the title. The Washington rider needed only to finish third or better on his home track to earn the championship. But Kopp finished a disappointing fourth behind Tresser, reigning 600cc National Champion Mickey Fay and Rex Fisher in the main event, leaving him tied in the final points standings with Carr, who claimed the crown in a tiebreaker via his 600cc National victory at the season opening Daytona short track.

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America's weekly motorcycle newspaper

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# VOICES
## Letters to the editor

### Remembering Gus

The motorcycling fraternity has lost a great friend and lifelong enthusiast. On Saturday, August 5, La Jolla, California's Harlen (Gus) Paul lost the toughest race in his 60 years of life - a 13-year battle against the cruelest and most unrelenting adversary of all, cancer. Never, throughout his long and debilitating illness, did Gus, the eternal optimist, snivel or lose his great sense of humor. Oh, if only we could all model our lives after his.

Harlen was a longtime AMA District 37A (now District 38, which includes San Diego and Imperial Counties) Sportsman racer. In 1965, Gus raced with the #1 plate awarded for winning the most points during the 1964 season. He was proud of that accomplishment as were his many friends and family.

I'll never forget the awesome long-distance rides that we did in Baja in the Sixties, long before NORRA, SCORE, Tecate 500s, Baja 1000s, etc. We knew Baja - long before others appeared on the scene.

Gus is survived by his life partner Jacqueline (Jackie), son Todd, daughter Tracy, and two little grandsons who amused him immensely.

Harley (Gus) Paul will be missed and never forgotten. Gas it through eternity, Gus.

**Jim Flagg**
**Wrightwood, CA**

### Eklund's thanks

I would like to thank Kathy, Dave and Danielle Hoenig from Flat Trak Fotos and all my friends and fellow racers for signing my get-well card. This will be a treasured momento of my racing career. Everyone and everything involved with flat track racing has been the most exciting part of my life. I will not return to racing, but I do want to stay involved somehow. My recovery will be slow, but my goal right now is to make it to the Sacramento Mile to visit all my friends. If I don't make it, I will see you in the near future.

**Jeff Eklund**
**Pleasanton, CA**

*Eklund suffered serious injury at the DuQuoin Mile in July...Editor.*

### Flagman response

In reference to Donn Maeda's article on the 125/250cc MX National at Brome-Tioga, I feel his journalism is very inaccurate. I was flagging at this year's event as I have for the last three years. I flagged the big table-top jump. In my position, I was overlooking the downhill Suzuki triple staircase. The flagger you mention in your story was waving his flag as soon as Brian Manley went down. Mr. Bradshaw approached the blindside jump fully committed while the flagger was frantically waving his flag to avert another crash. If Donn Maeda saw the MotoWorld video, he would have seen the flagger waving his flag followed by Mr. Bradshaw, Mr. Kiedrowski and Mr. Dowd. This whole mishap occurred in a matter of three seconds, resulting in all three riders crashing.

This flagger was ridiculed as being "lackadaisical" in Maeda's report. I challenge his statement. This flagger did his best to get to the area as fast and as safe as possible to warn the upcoming riders of the crash. Mr. Bradshaw and the other racers who later complained about this flagger were no doubt aware that he was there. If they saw this flagger waving his flag on the blindside jump, they saw the flagger. They saw the flagger and they should have proceeded with caution over the obstacle. They did not and they went down. Mr. Bradshaw's excuse that he felt the flagger was waving the flag as if the crash were three or four corners away is as inaccurate as his ability to read a yellow flag and proceed with caution over a blindside, downhill triple jump.

And for Mr. Maeda, get off your pen and try flagging...it might help you understand the whole concept of this sport a little more.

**Andy Agrasto**
**Syracuse, NY**

*Mr. Maeda stands by his description of the accident...Editor.*

### The Barbacovi family

Jeff Barbacovi's family wishes to express our heartfelt thanks to all of Jeff's friends in the racing community for our cards, letters, plants, flowers and donations to his memorial fund.

As a motocross race promoter, it's been a difficult summer promoting the sport and running the track where our son had his accident. Without the support of countless friends, the task of returning to our normal lives would have taken much longer.

During the short time he was with us, Jeff's smile and humor touched many hearts in the sport of motocross. The generosity, love, support and kindness is deeply appreciated. Knowing how much Jeff was admired and loved by so many has touched our hearts to the fullest.

**The Barbacovi family**
**Palmdale, CA**

### The King's trek

It looks like Kenny Roberts is messing with you guys again. He said he rode a Hummer from Carmel, California, to Sturgis, South Dakota, in a day and a half? That's averaging about 800 miles a day.

I rode a little over 700 miles a day, on the way back from Sturgis, on an FLT and it took 13 hours. But who knows, maybe Roberts is practicing for the Iron Butt Enduro.

**Bill Beck**
**Jackson, GA**

*Roberts was driving a Hummer, not riding one. And let's not forget - he's the King and you're not...Editor.*

### Mechanicsburg debacle

Once again, there seems to be a problem with the AMA in officiating in the preparation of track conditions. This time the goof came to life at the Williams Grove Speedway in Mechanicsburg, Pennsylvania. Seems like Pennsylvania is in a drought situation, but when I arrived at the track at about 6:30 p.m., it looked like it had rained for 30 days - but only on the race track. The surrounding area was dry as a bone. I heard the announcer saying that they had a shower and that was responsible for the quagmire. No way. Anyone could see that the track had been overwatered. I understand Steve Morehead took one look and said he wasn't about to ride on a track that looked like that - and he left.

It's a shame that the fans were treated to this kind of behavior. I'm sure if the "Grove" ever has another race this night will be remembered. I'd like to hear the AMA's comment on this situation - if they have one.

**L. Mohler**
**Fairfax, VA**

*For the complete story on the situation at Williams Grove, see "In The Wind"...Editor.*

**Letters to the editor should be sent to Voices, Cycle News, P.O. Box 498, Long Beach, CA 90806-0498, faxed to 310/427-6685 or e-mail, editor@cyclenews.com. Published letters do not necessarily reflect the position of Cycle News, Inc. Letters should not exceed 200 words and all letters are subject to editing. Anonymous letters will not be considered for publication. All letters should contain the writer's name, address and daytime phone number ... Editor.**

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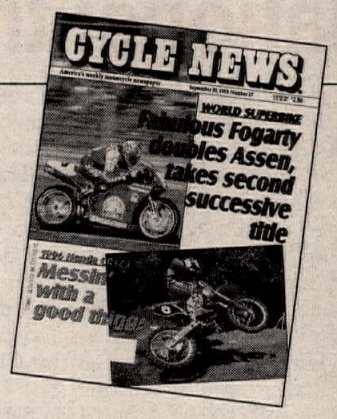


## ON THE FRONT COVER

Two Champions: Honda's 1996 CR125 and World Superbike Champion Carl Fogarty. Photos by Kinney Jones and Gold & Goose.

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## SEPTEMBER 1995 SCHEDULE ON ESPN

| Original Show Telecast | | | | Repeat Telecast | | |
|---|---|---|---|---|---|---|
| **EASTERN TIME** | | | | | | |
| Sunday | 9/3 | 3:00-3:30am | & | Tuesday | 9/5 | 5:00-5:30pm |
| Sunday | 9/10 | 1:30-2:00am | & | Monday | 9/11 | 5:00-5:30pm |
| Friday | 9/15 | 1:00-1:30am | & | Monday | 9/18 | 5:00-5:30pm |
| Sunday | 9/24 | 1:30-2:00am | & | Monday | 9/25 | 5:00-5:30pm |
| **PACIFIC TIME** | | | | | | |
| Sunday | 9/3 | 12:00-12:30am | & | Tuesday | 9/5 | 2:00-2:30pm |
| Saturday | 9/9 | 10:30-11:00pm | & | Monday | 9/11 | 2:00-2:30pm |
| Saturday | 9/16 | 10:30-11:00am | & | Monday | 9/18 | 2:00-2:30pm |
| Saturday | 9/23 | 10:30-11:00pm | & | Monday | 9/25 | 2:00-2:30pm |
| Saturday | 9/30 | 10:30-11:00pm | | | | |

## SEPTEMBER 1995 REPEAT SCHEDULE ON ESPN2

| EASTERN TIME | | | | PACIFIC TIME | | |
|---|---|---|---|---|---|---|
| Saturday | 9/2 | 7:00-7:30am | & | Saturday | 9/2 | 4:00-4:30am |
| Saturday | 9/9 | 7:00-7:30am | & | Saturday | 9/9 | 4:00-4:30am |
| Saturday | 9/16 | 7:00-7:30am | & | Saturday | 9/16 | 4:00-4:30am |
| Saturday | 9/23 | 7:00-7:30am | & | Saturday | 9/23 | 4:00-4:30am |
| Monday | 9/25 | 11:30-12:00am | & | Monday | 9/25 | 8:30-9:00pm |
| Saturday | 9/30 | 7:00-7:30am | & | Saturday | 9/30 | 4:00-4:30am |

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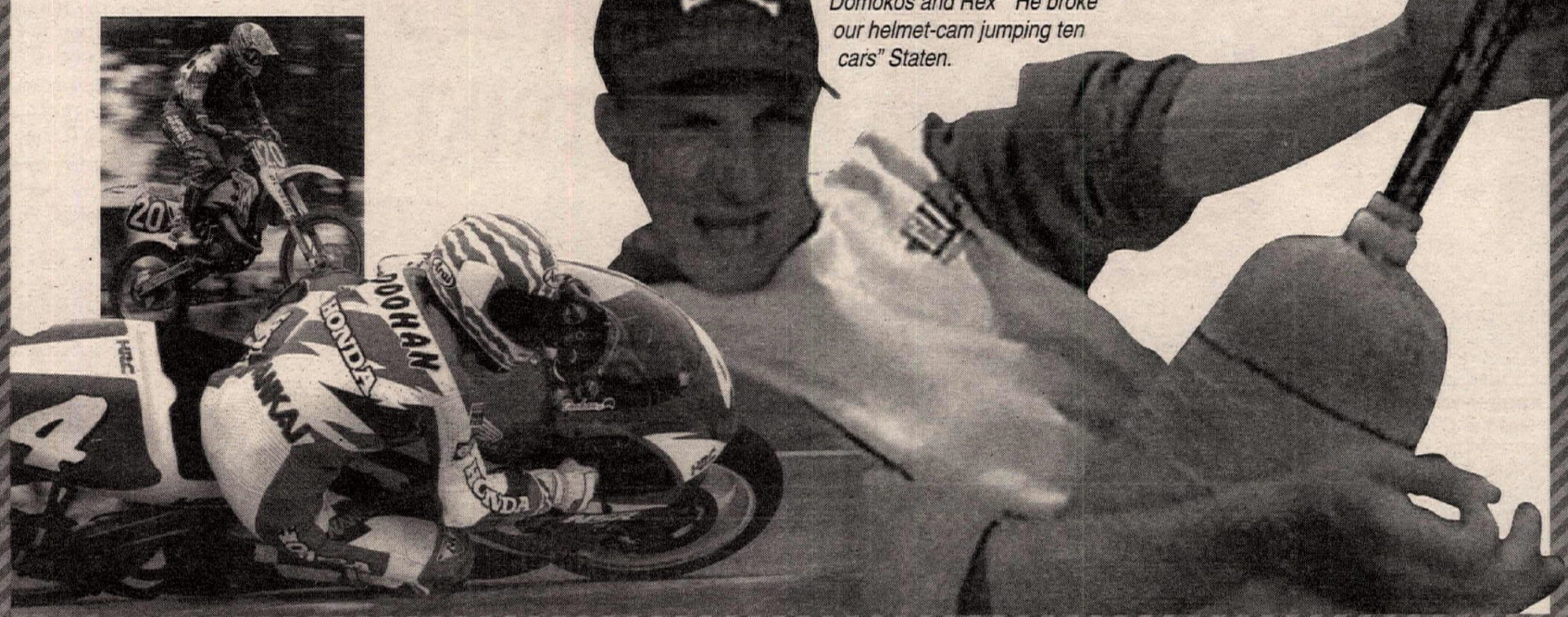
## SEPTEMBER 1995 SCHEDULE ON ESPN2

| Original Show Telecast | | | | Repeat Telecast | | |
|---|---|---|---|---|---|---|
| **EASTERN TIME** | | | | | | |
| Monday | 9/4 | 11:30-12:00am | & | Monday | 9/11 | 3:00-3:30am |
| Sunday | 9/17 | 5:00-5:30pm | & | Monday | 9/25 | 3:30-4:00am |
| **PACIFIC TIME** | | | | | | |
| Monday | 9/4 | 8:30-9:00pm | & | Monday | 9/11 | 12:00-12:30am |
| Sunday | 9/17 | 2:00-2:30pm | & | Monday | 9/25 | 12:30-1:00am |



## U.S. Supercross Series

### SEPTEMBER 1995 SCHEDULE ON ESPN

| | EASTERN TIME | | | PACIFIC TIME | | |
|---|---|---|---|---|---|---|
| Cleveland, OH | Mon | 9/18 | 10:00-11:00pm | & Mon | 9/18 | 7:00-8:00pm |
| Seattle, WA | Sun | 9/24 | 8:30-9:30am | & Sun | 9/24 | 5:30-6:30am |
| San Jose, CA | Mon | 9/25 | 10:30-11:30pm | & Mon | 9/25 | 7:30-8:30pm |
| | Fri | 9/29 | 2:00-3:00pm | & Fri | 9/29 | 11:00-12:00pm |

## AMA Motocross Series

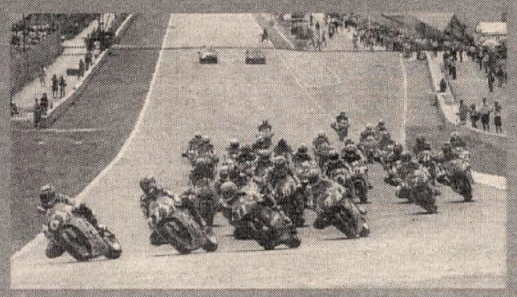
### SEPTEMBER 1995 SCHEDULE ON ESPN

| | EASTERN TIME | | | PACIFIC TIME | | |
|---|---|---|---|---|---|---|
| Millville, MN | Mon | 9/25 | 9:00-10:00pm | & Mon | 9/25 | 6:00-7:00pm |
| Washougal, WA | Wed | 9/27 | 12:30-1:30am | & Tues | 9/26 | 9:30-10:30pm |

### SEPTEMBER 1995 SCHEDULE ON ESPN2

| | EASTERN TIME | | | PACIFIC TIME | | |
|---|---|---|---|---|---|---|
| Washougal, WA | Sat | 9/9 | 11:00-12:00am | & Sat | 9/9 | 8:00-9:00pm |
| Binghamton, NY | Mon | 9/18 | 11:00-12:00am | & Mon | 9/18 | 8:00-9:00pm |
| | Fri | 9/22 | 2:00-3:00pm | & Fri | 9/22 | 11:00-12:00pm |

## World Grand Prix Series



### SEPTEMBER 1995 SCHEDULE ON ESPN

| | EASTERN TIME | | | PACIFIC TIME | | |
|---|---|---|---|---|---|---|
| GP of Great Britain | Tues | 9/19 | 1:00-2:00am | & Mon | 9/18 | 10:00-11:00pm |

### SEPTEMBER 1995 SCHEDULE ON ESPN2

| | EASTERN TIME | | | PACIFIC TIME | | |
|---|---|---|---|---|---|---|
| GP of Czech Republic | Mon | 9/4 | 10:30-11:30pm | & Mon | 9/4 | 7:30-8:30pm |
| | Thurs | 9/28 | 2:00-3:00am | & Wed | 9/27 | 11:00-12:00am |

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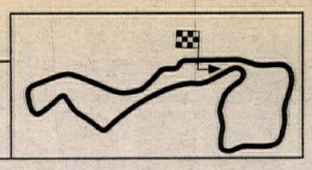
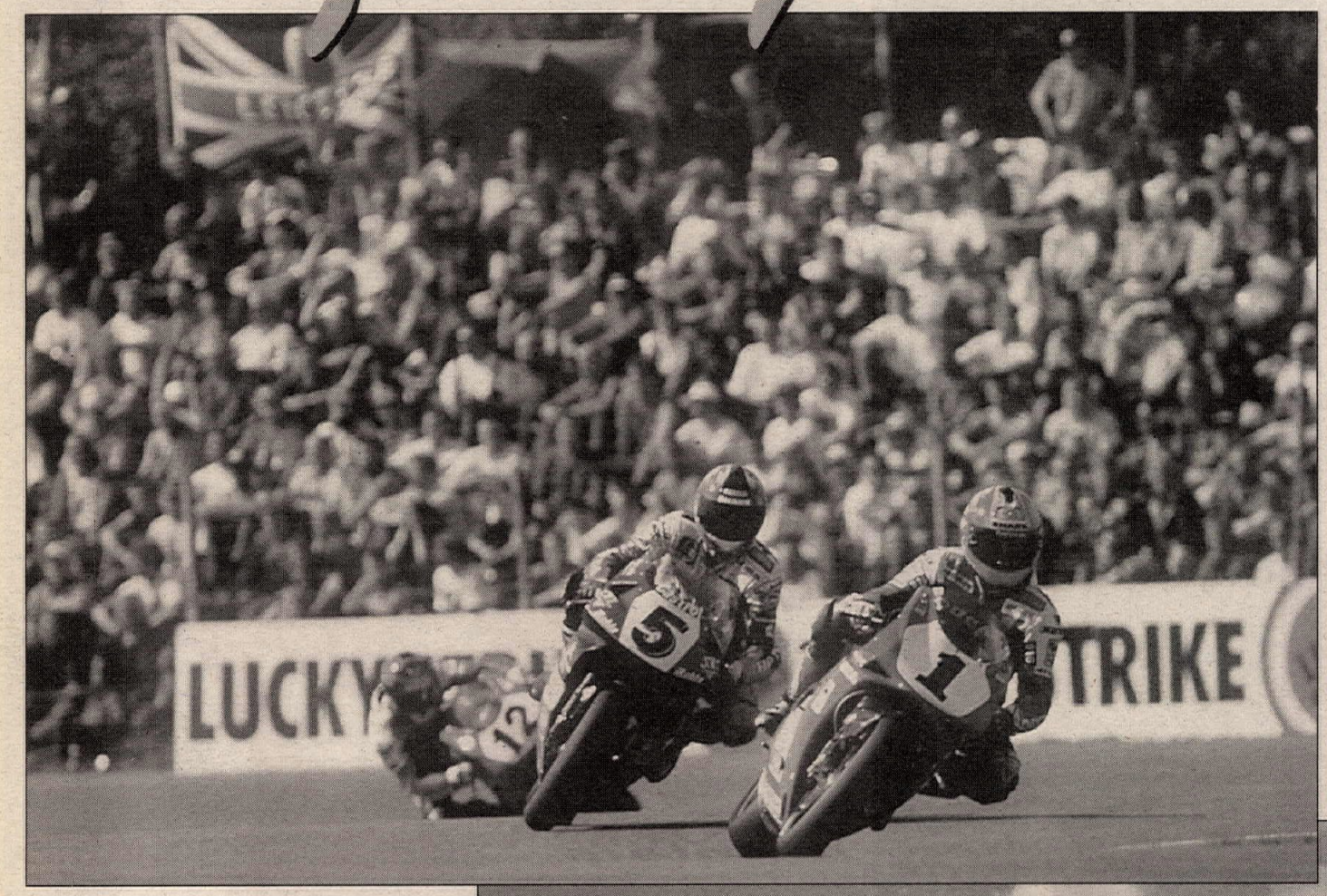
## Round 10: Assen, Holland



# Fogarty delivers




**(Left) Carl Fogarty (1) leads Simon Crafar (5) in the first leg of the World Superbike race at Assen. Fogarty took the win and with it earned his second World Superbike Championship. (Below) Fogarty's wife and crew cheer him on.**

**By Johan Vandekerckhove**
**Photos by Gold & Goose**

ASSEN, HOLLAND, SEPT. 10

For a while, Troy Corser looked set to postpone the outcome of the 1995 World Superbike Championship - at least for one more race. During wet qualifying on Friday and Saturday on the difficult Assen circuit, the Australian Ducati rider was much faster than championship leader Carl Fogarty. The Brit was being cautious on the wet surface; Corser wasn't. But on Sunday morning everything changed as Holland awoke under a clear blue sky and the sun scorched a hole in Corser's title ambitions. A few hours later, Fogarty did exactly what everybody expected from him - he won the first heat, building an unbeatable advantage in the championship point standings to win his second World Superbike title.

But the Dutch round of the World Championship was marred by the fatal accident of Yamaha's Yasutomo Nagai. The Japanese ace crashed during the final laps of the second race, causing the race to be stopped prematurely. Nagai was initially listed in critical condition with serious head injuries, a broken pelvis and a punctured lung, but he succumbed to his injuries on Monday, September 11.

### RACE ONE

With the sun making its reappearance over Holland, the Superbike riders were granted an extra 10 minutes of practice on Sunday morning, allowing them to set up their bikes for the dry track. At the start of the first heat, Mauro Lucchiari pushed his Ducati in front of Fogarty's bike at the first corner. But that was about the nearest anyone would get to the World Champion for the rest of the day. For Yamaha's Colin Edwards II, that same first corner was as far as he would go.

"I was in the draft with the rest in the first corner," Edwards explained. "I hit the brakes, but nothing happened. I went straight and a few seconds later I hit the gravel. That was it."

Up front, Fogarty seemed to have implemented his usual tactic of getting away from the rest as soon as possible. Much to the surprise of the 25,000 fans, Fogarty's biggest challenger was not Troy Corser or Aaron Slight, but Slight's teammate Simon Crafar, on the Rumi Honda (which is a slightly less-developed version of Slight's bike). For Slight, brake trouble on the opening laps left him with a very difficult race.

At around the halfway point, Crafar still held down second, only a few bike lengths behind Fogarty. Corser, Slight and Lucchiari had been battling it out for third place, with Lucchiari losing ground as the race wore on. The trio had at that time lost Pier-Francesco Chili. The former Grand Prix rider had been very impressive again, coming back from a poor start to a top-five position after a couple of laps.

After five laps, the Italian notched up the fastest lap time of the race to momentarily take over third place. Two laps later, however, Chili crashed (again) and was battered so much that he opted to sit out the second race.

Five laps from the end, the top five was established. Fogarty went on to win his 11th race of the season as well as his second World Superbike title, with Crafar a surprise second. Corser finally got the better of Slight, whose brake troubles had worsened by the end of the race. Lucchiari secured fifth in front of the heavily dueling John Reynolds and Nagai. Muzzy Kawasaki's Anthony Gobert came home ninth behind Paolo Casoli after a race-long battle with Fabrizio Pirovano, Steve Hislop and Piergiorgio Bontempi.

"This was a hard race," said newly crowned champion Fogarty.

"Simon (Crafar) pushed me really hard. But given the situation of the championship, Troy (Corser) was the one who worried me the most. I made a few mistakes, but fortunately that didn't cost me too dearly."

Crafar's second was a career best: "In the middle of the race, I thought I was going to get past Carl. But then he just went a little faster. I tried to retaliate for a few moments, but after a few slides it seemed to be a bit too tricky - so I backed off and waited for another opportunity."

That opportunity never came, but Crafar had every reason to be pleased, finishing in front of Corser and his teammate Slight.

"I had a bad start," Corser explained. "The first corner here is pretty important. If you get it right there, you can stay in front. We'd come into the race without really knowing how the bike had to be set up for the dry. Now we know more or less what to choose for the second race. Most of all, I wanted to end up in front of Aaron, who'd got pretty close to me in the point standings."

Slight complained about an adjustment problem with the brakes.

There was too much play and the lever kept coming back to the bars.

Gobert made due with ninth: "Actually the race wasn't too bad, considering the fact that I hadn't done many laps during warmup because I had to run some more dry tires. The gearing was the biggest problem; I couldn't get away from the group I was in. Nevertheless, I will keep modifications to the setup minimal for the second race. The last couple of races have shown that changes in between the two heats mostly made us go backwards."

**(Above) The race for second in the second race: Crafar leads Troy Corser (11) and John Reynolds (33). (Left) The Dutch crowd braved rain during qualifying but was rewarded with a dry race day.**

### RACE TWO

Fogarty showed even less pity in the second heat, despite the fact that he'd just won the world title. After one lap, he already had a one-second lead over his colleagues and that lead would continue to grow until he started to slow with just a few laps to go.

Behind him, however, all hell was breaking loose with Crafar, Corser, Slight, Reynolds and Lucchiari battling it out for second. And as everybody prepared for a dazzling finale, things started to go wrong.

First Corser and Crafar went down together, in an accident similar to what had happened to Corser and Gobert in Monza earlier that season.

"My own fault," Corser admitted. "I had a big wobble, and I tried to brake.

## Corser's fourth

For the first time this year, it was raining cats and dogs during practice. And this only made the battle for pole even more intense than usual, especially when the rain stopped falling in the last 15 minutes of the second qualifying session. In those last 15 minutes, Castrol Honda's Aaron Slight was first to take the pole position that for so long seemed destined to fall to Promotor Ducati's Troy Corser. Only a few minutes later, Simon Crafar was even more in a hurry, retaining pole position... for just a few minutes. Slight took over command again, just before Corser got back on top just prior to the arrival of the checkered flag.

"The bike has worked okay during practice," Corser said after nailing down his fourth pole of the year. "It's the first time I'm on this track, but things worked out pretty well. The weather conditions are good and bad for me: good because the wet track keeps the lap times of everyone pretty close and the slower pace allows me to learn the track better. And the Michelins give good traction out of the corners. But on the other hand, the strong wind worries me a bit. We'll see what happens on race day."

Slight, who had been suffering from the flu coming into the Dutch round, ended up second-quickest and he was convinced that he could have gone faster.

"I only did some six laps during the second practice session because I still didn't feel too well," he said. "Fortunately, I got out on intermediates just at the right moment. It was just a matter of good timing, apart from that the RC45 performs quite well here. There are no slow corners where you have to throw the bike around."

The Honda's liking of the track seemed to be confirmed by the third-quickest qualifying time, set by Simon Crafar. "I didn't realize that I'd been on pole for a short while," the New Zealander said. "At that time, I was out on the track trying to go even faster. Maybe I would have if we had put some fresh tires on earlier in that session. But I didn't want to take the chance to pit in those final minutes for new tires while the track was getting drier and drier."

Carl Fogarty ended up fourth, the final man on the front row.

"Yesterday I had a rough time due to my hand injury," Fogarty said. "When we got back from Sugo, my hand was still swollen. I went to the hospital to have it X-rayed, and then the doctors diagnosed a broken bone.

Throwing the bike from one side to another turned out to be quite painful on Friday. Tomorrow, I will definitely need some pain-killing injections... and some nicer weather."

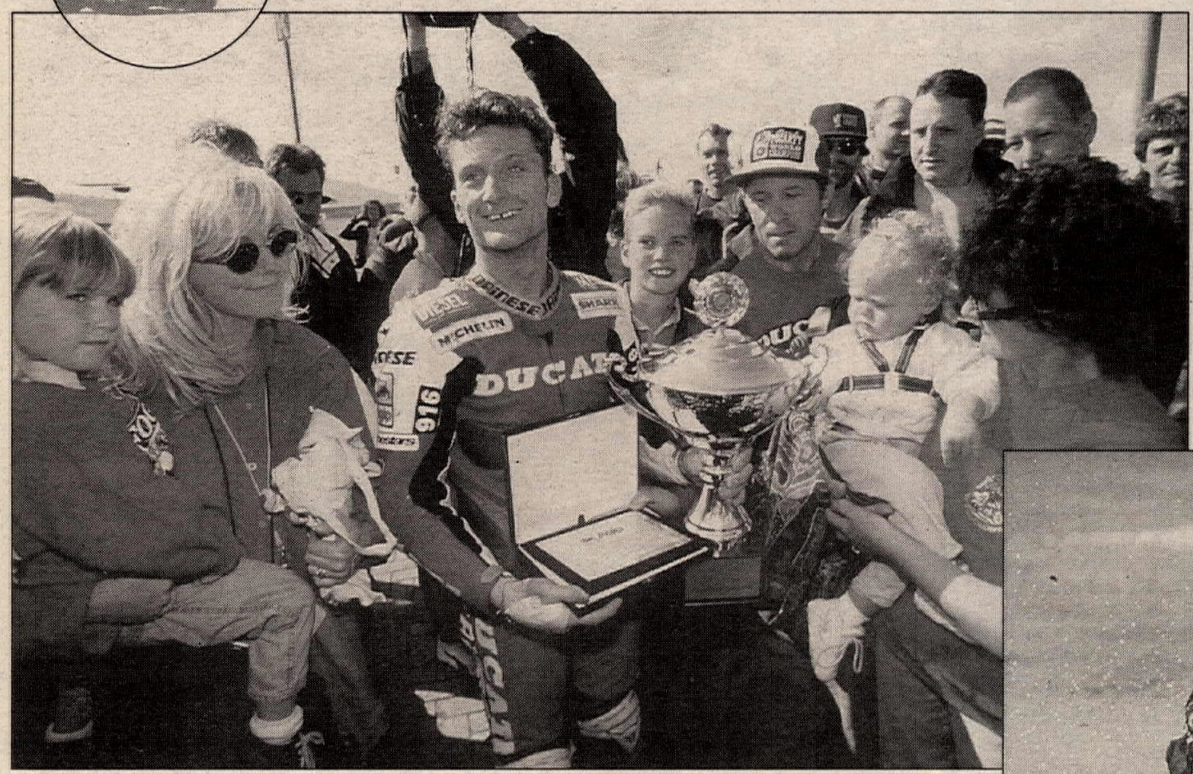
Pier-Francesco Chili, John Reynolds, Mauro Lucchiari and Adrien Morillas filled the second row with the fickle weather conditions taking some of the front runners by surprise. Fabrizio Pirovano (10th), Colin Edwards II (11th), Anthony Gobert (12th) and Yasutomo Nagai (16th) lost precious time when they didn't have the right tires under their bikes at the right moment.

"I just got caught out," Edwards explained. "Whenever it started drying I was on the wrong tire.

I tried an intermediate early in the session, but it was just too early so I changed back to a wet. Towards the end of the session I was on an old rain tire which was no good. The track was drying so I came in with three minutes left to change, but then I didn't get a chance to put a lap in."

Gobert wasn't too happy with his result. "We've had serious problems with the setup here," he complained. "This is a difficult track to learn. And you can't afford to make any mistakes - as soon as you hit the grass, you've reached the point of no return. I slid off the track once today. Everybody had told me that the track still offers enough grip in the wet, but I preferred not to make any more mistakes and try to keep up with the front runners. But some extra practice time would have been helpful, as I showed at Laguna Seca earlier this year."

# Round 10: Assen, Holland



(Left) Fogarty and family celebrate his second successive World Superbike Championship. (Below) Fabrizio Pirovano crashed his Ducati in the second race, but escaped without injury.

Nothing happened at first, and when I tried again I'd already run into Simon's bike. Perhaps things wouldn't have gotten out of hand if I started to learn to brake with more than just one finger."

Crafar also went down as both bikes hooked into each other and ended up in the grass. Crafar was able to jump off the "tandem" without getting hurt and Corser also escaped unscathed. Two laps later, Pirovano - who had been running 11th - slid off the track on an oil patch. The former motocrosser managed to stay on board for a few yards, until he hit a pool of mud and went down at a very slow pace. Pirovano got up and urged the marshals to put the oil flag out. The flag went out, but that didn't prevent the catastrophe that was about to happen.

On lap 15 (of the 16-lap race), Nagai crashed while trying to avoid the oil patch. During his fall he was struck by his own motorcycle and sustained a number of serious injuries, the most serious of which were to the head. He was taken to the nearby Assen Hospital in a coma. According to Dr. Corbascio, who is responsible for the medical team at every World Superbike race, the head injuries were life-threatening and that proved to be the case as Nagai later succumed to his injuries.

# Briefly...

Talks about who will go where in World Superbike racing next year were completely overshadowed in Assen by the question of whether or not **Michael Doohan** had signed for Yamaha. Not that the Australian will ride a YZF Superbike next year, but his decision to ride a Honda NSR500 or a Yamaha YZR500 sure will create possibilities for some top superbike riders. **Carl Fogarty** was especially anxious for confirmation of Doohan's decision. The Brit had "a close personal friend" talking to Kenny Roberts the last few weeks, but no direct talks had been held between him and Team Marlboro Roberts. Foggy also admitted that Suzuki had made an offer for him to ride their brand-new GSXR in the World Superbike Series in 1996. Ducati is also putting pressure on their World Champion. Fogarty is expected to meet with the Castiglione brothers the week after Assen in order to confirm whether or not he will continue with them in World Superbike next year. "After six four-stroke world titles, the time has come to have a real go at the Grands Prix," Fogarty said in Assen. "If Doohan signs for Yamaha, there seems to be some possibilities within HRC, where I could become the successor to Doohan."

Even team manager **Virginio Ferrari** admitted that he wasn't very optimistic about the chances of keeping Fogarty in his team. "I will have to come up with a good budget for next year," the Italian said. "We hope to have a two-rider team again, but if that doesn't work out, Mauro (Lucchiari) could go and concentrate on Ducati's World Endurance Championship project. We have already started talks with **Mike Hale**, Anthony Gobert, Freddie Spencer and Jamie Robinson as a possible replacement for Carl."

Doohan's decision also has possible consequences for the official Superbike teams of Honda and Yamaha. "For Honda it is not so much a financial problem," Castrol Honda team manager **Neil Tuxworth** said. "The budgets for the Grand Prix and the World Superbike effort are completely separate. If Honda manages to keep Doohan, this will not have an effect on the budget that is available for the superbike riders. The same goes for the situation in which Doohan does leave Honda and has HRC left with a considerable budget to spend on a top rider for their Grand Prix team. The decision does, however, have an effect on the availability of top superbike riders."

Grand Prix team managers (whether at Yamaha or Honda) will try to lure superbike riders to their teams. For the time being, **Aaron Slight** seems to be willing to carry on with his current employer. "It would be a pity to leave now after a two-year development period," he said. No one is sure, however, how Slight would react if Honda would offer him a place in its 500cc Grand Prix team. After all, he has won the Suzuka Eight-Hour race three times already (two times for Honda), and if Doohan leaves... well, Slight says he has not yet talked to any GP teams.

At Yamaha, the question of who would ride for them in 1996 seemed to be settled - at least before **Yasutomo Nagai's** tragic accident on Sunday. "The team will probably remain the same," said Yamaha Europe's Heikki Penttila on Friday. "**Colin Edwards** and Yasutomo Nagai will have factory bikes at their disposal next year, with Paolo Casoli in the separate Belgarda team. Casoli has a two-year contract with the Italian importer." Belgarda, meanwhile, doesn't seem to be in a very stable financial situation and Massimo Meregalli, Casoli's teammate, might be better off trying to look for a different employer.

While some teams make plans for next year, other teams only hope to survive and get their budgets together for another season in the World Superbike series. Apart from Virginio Ferrari and the Belgarda Yamaha team, **Team Rumi** is seriously considering the option of getting out of motorcycle racing altogether. The Italian team, run by millionaire Oscar Rumi, won world titles in 1988 and 1989 with Fred Merkel on a semi-official Honda RC30. When Honda planned their big comeback with the RC45 in1994, Rumi had hoped to be in charge of the Honda team, but he had to settle for a "support team" status together with the Belgian Dholdac team with rider Michael Paquay. Ever since, Rumi has had to be happy with what he received from the Japanese while continuing to struggle with the eternal problem of finding enough sponsorship for his team. Despite the grim prospects, Rumi has started negotiations with current rider **Simon Crafar**, with Andrew Stroud and with Mike Hale. Whatever the financial situation, Rumi will probably once again be the number-two team with Honda, behind the official Castrol team.

Another veteran who has chased the world title since 1988 is **Fabrizio Pirovano**, who has done more than a fair job aboard a private Ducati this year. If the Supersport class is awarded World Championship status next year, this might be where the "pocket rocket" from Milan ends up. He hopes to get an official Ducati 748 for that campaign.

Some 600cc riders, on the other hand, are definitely on their way up. **Yves Briguet**, the 1994 European Supersports Champion, made his superbike debut in Assen on board an RC45 from the Swiss WET team that entered Eric Maillard in the superbike races. But it looks like Assen will be his only World Superbike race. Next year, the Swiss ace will have another go at the Thunderbike Trophy. **Michal Paquay**, who clinched the European Supersport title in 1993 and 1995, has his sights set on World Superbike racing. One day after the Assen race, the Belgian had a test planned with a Ducati 916, which will be beefed up with a factory engine for the rounds in Indonesia and Australia. The 21-year-old Paquay has had his name mentioned in several top superbike teams already this year (Promotor, Ferrari, etc.) after his domination of the European Supersports series aboard a 748.

**Anthony Gobert** tested a Honda NSR500 from Team Pileri at Misano the day before he came to Assen for the World Superbike race. His lap times were very good, until the Australian crashed the bike after 25 laps. Gobert has had an offer from his current employer (Muzzy Kawasaki), but also has other options - in both Grand Prix and World Superbike. "I am considering the Muzzy offer," Gobert said. "But I also have other possibilities. First of all, I have to decide for myself if I want to stay another year in World Superbike, or if I want to move on to Grands Prix in 1996. My ultimate goal is to ride a factory 500. In that respect, a year on a factory Ducati might not be the best way to prepare for my Grand Prix future. Cagiva can't offer me anything in GP."

Most of the venues for the World Superbike Championship for 1996 are known, even though a final calendar won't be released until the FIM's **Autumn Congress**. As we reported earlier, the season will start on April 14 in Misano or Monza, and then go to Donington Park , Hockenheim, Monza or Misano, Albacete, Salzburg, Laguna Seca, Brands Hatch, Sentul, Sugo, Assen and Phillip Island on October 27. The Flammini Group is still trying to fit in an extra round in Japan, Malaysia or China one week before the Australian round. The Salzburg round might be replaced by a race in Brno if Flammini and the Austrians do not reach an agreement. And Brands Hatch might also lose its place on the calendar if the track is not changed in some places. In that case, the superbike riders might go to Silverstone.

On September 25, some young guns (mainly from the **Supersport** class) will have an outing on the world's fastest factory superbikes at Mugello. Michal Paquay, Peter Haug, Stephane Chambon, Mario Inamorati, Manuel Luque Rossi, Jehan d'Orgeix and Mauro Marchini will have an opportunity to test the factory bikes and hopefully fill some vacancies after that test.

**Jamie Whitham** has lost the British Superbike title in the last two races of the season. The Brit, who was diagnosed with cancer some days after the Brands Hatch round of the World Superbike Series, tried to enter the penultimate race, but had to retire after only a few laps during practice - not so surprising for somebody who had just had his second session of chemotherapy. Steve Hislop is the new champion.

My lucky number is seven... **Michael Paquay** stamped his authority once again on the European Supersports field when he logged his seventh consecutive victory of the season. With the title battle already decided, the young Belgian had only one thing on his mind before going to Assen: shattering the lap times set by the Thunderbike riders in June during the TT week in an effort to prove that the fastest 600cc riders are participating in the European Supersports Championship, and not in the Thunderbike Trophy. Unfortunately, the Saint-Hubert rider was a bit too eager, destroying his only factory Ducati (with a special engine for this 'Thunderbike revenge') after having set the fastest lap time of the day on only his second lap during the wet free practice. Paquay cooled down for the rest of the weekend, took second starting position during qualifying, and won the race on Sunday, after getting the best of Mariottini (who crashed on the last lap), Stefan Scheschowitsch (3rd) and Jeffry De Vries (2nd).

As soon as the Japanese rider crashed and remained down on the asphalt, the red flags went out around the circuit.

Based on the running order at the finish line the lap before, Fogarty was declared the winner, with Slight second and Reynolds third.

The latter two riders had fought out an impressive battle for second place after Corser and Crafar's crash. Lucchiari was classified fourth after a lonely race in front of the unfortunate Nagai, who had just passed his teammate Edwards before crashing. Gobert finished seventh.

For Fogarty, things had gone just fine on the circuit which saw him make his international debut in 1988.

"I had no worries; everything felt good, and I was able to stretch my advantage to seven or eight seconds."

Slight had a more intriguing race. "I struggled a little, because the setup of the bike was not really perfect," he said. "I couldn't keep pace with Carl, but I wasn't happy to stay behind Troy and Simon.

I got past them only a few laps from the end, and then put my head down. It was only a couple of laps later that I turned back and saw that John Reynolds was behind."

Edwards, who had seen his teammate crash, was still very much in shock over what had happened. "The start was okay, but I lost the draft on the second lap," the Texan said. "We need more power."

Gobert was even unhappier after the second race than after the first one. "I have no more motivation left," he said. "I only hope that I can win some more races this year. I look forward to the final race in Australia."

**Circuit van Drenthe**
**Assen, Holland**
**Results: September 10, 1995**

**QUALIFYING:** 1. Troy Corser (2:14.99); 2. Aaron Slight (2:25.04); 3. Simon Crafar (2:16.53); 4. Carl Fogarty (2:16.64); 5. Pier-Francesco Chili (2:16.87); 6. John Reynolds (2:17.40); 7. Mauro Lucchiari (2:17.40); 8. Adrien Morillas (2:18.24); 9. Andreas Meklau (2:19.07); 10. Fabrizio Pirovano (2:19.44); 11. Colin Edwards (2:19.51); 12. Anthony Gobert (2:19.01); 13. Jochen Schmid (2:20.03); 14. Leo Planken (2:20.03); 15. Yves Briguet (2:20.19); 16. Yasutomo Nagai (2:20.32); 17. Steve Hislop (2:20.61); 18. Gianmaria Liverani (2:20.82); 19. Paolo Casoli (2:21.48); 20. Serafino Foti (2:21.74); 21. Piergiorgio Bontempi (2:22.41); 22. Massimo Meregalli (2:22.51); 23. Jean-Yves Mounier (2:22.94); 24. Alex Buckingham (2:25.87); 25. Mile Pajic (2:24.84); 26. David Jefferies (2:25.23); 27. Brian Morrison (2:25.29); 28. Anders Rasmussen (2:25.78); 29. Ferdinando Di Maso (2:25.93); 30. Herbert Kaufmann (2:27.96); 31. Nick Hopkins (2:27.96); 32.Aldeo Presciutti (2:28.24).

**RACE ONE:** 1. Carl Fogarty (Duc); 2. Simon Crafar (Hon); 3. Troy Corser (Duc); 4. Aaron Slight (Hon); 5. Mauro Lucchiari (Duc); 6. John Reynolds (Kaw); 7. Yasutomo Nagai (Yam); 8. Paolo Casoli (Yam); 9. Anthony Gobert (Kaw); 10.Fabrizio Pirovano (Duc); 11. Steve Hislop (Duc); 12. Piergiorgio Bontempi (Kaw); 13. Andreas Meklau (Duc); 14. Jochen Schmid (Kaw); 15. Brian Morrison (Duc); 16. Herbert Kaufmann (Yam); 17. Jean-Yves Mounier (Duc); 18. Massimo Meregalli (Yam); 19. Yves Briguet (Hon); 20. Ferdinando DiMaso (Duc); 21. Leo Planken (Yam); 22. Anders Rasmussen (Yam).
**Time:** 33 min.,55.88 sec.
**Distance:** 16 laps, 60 miles.
**Average speed:** 106.106 mph.
**Margin of Victory:** 3.19 sec.
**Fastest lap:** Pier-Francesco Chili, 2:05.94 sec.

**RACE TWO:** 1. Carl Fogarty (Duc); 2. Aaron Slight (Hon); 3. John Reynolds (Kaw); 4. Mauro Lucchiari (Duc); 5. Yasutomo Nagai (Yam); 6. Colin Edwards (Yam); 7. Anthony Gobert (Kaw); 8. Jochen Schmid (Kaw); 9. Piergiorgio Bontempi (Kaw); 10. Paolo Casoli (Yam); 11. Brian Morrison (Duc); 12. Jean-Yves Mounier (Duc); 13. Mile Pajic (Kaw); 14. Gianmaria Liverani (Duc); 15. Herbert Kaufmann (Yam); 16. Ferdinando Di Maso (Duc); 17. Anders Rasmussen (Yam); 18. Aldeo Presciutti (Duc); 19. Leo Planken (Yam).
**Time:** 29 min.,38.34 sec.
**Distance:** 14 laps, 52.5 miles.
**Average speed:** 106.289 mph.
**Margin of victory:** 7.41 sec.
**Fastest lap:** Carl Fogarty, 2:06.21 sec.

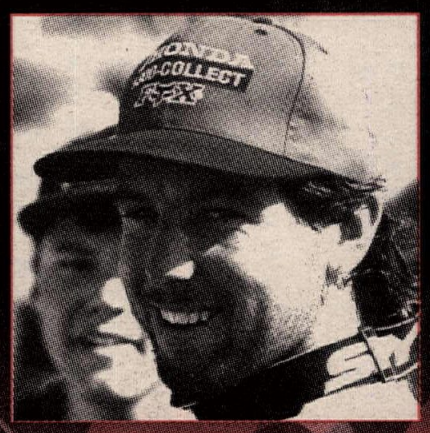
**WORLD SUPERBIKE C'SHIP POINTS STANDINGS (After 10 of 12 rounds):** 1. Carl Fogarty (420/12 wins); 2. Troy Corser (258/3); 3. Aaron Slight (249/1); 4. Yasutomo Nagai (188); 5. Anthony Gobert (171/1); 6. Fabrizio Pirovano (153); 7. Simon Crafar (149); 8. Mauro Lucchiari (142/2 ); 9. Colin Edwards II (141); 10. Pier-Francesco Chili (128); 11. John Reynolds (121); 12. Piergiorgio Bontempi (113); 13. Jochen Schmid (63); 14. Andreas Meklau (58); 15. Paolo Casoli (50).

Upcoming rounds:
Round 11: Sentul, Indonesia - October 15
Round 12: Phillip Island, Australia - October 29


# DUNLOP REIGNS SUPREME!

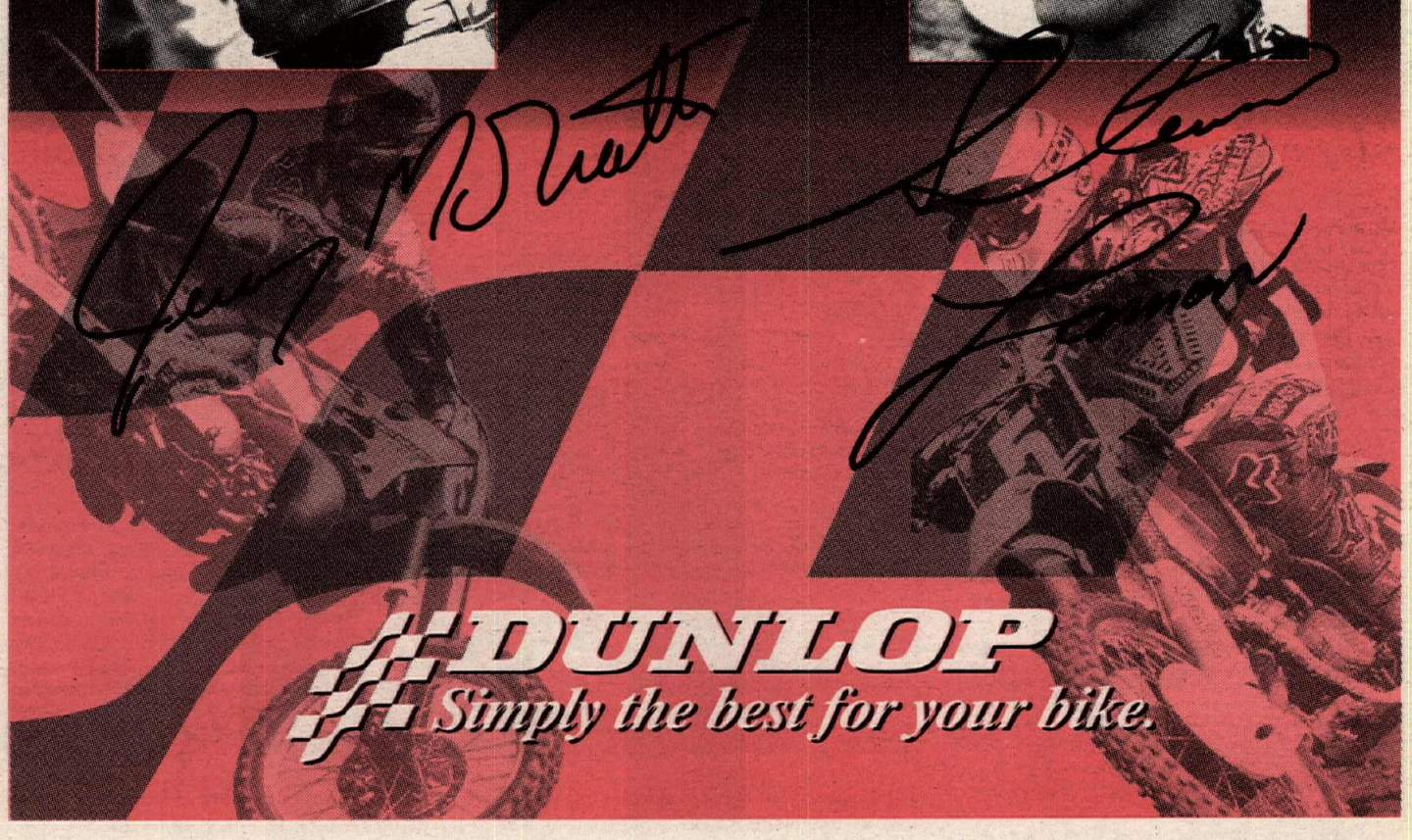
WHO? JEREMY McGRATH AND STEVE LAMSON
WHAT? 1995 AMA NATIONAL MOTOCROSS SERIES CHAMPIONSHIPS
WHERE? CLINCHED TITLES AT DELMONT, PENNSYLVANIA
WHEN? SEPTEMBER 3
HOW? DUNLOP TIRES

What do you get when you combine two explosive riders, two hot Hondas, and two pairs of race-proven Dunlop dirt tires? Ask the 10,000-plus fanatics who took in the final round of the AMA National Motocross Series at Delmont, PA. They know that what you get is bragging rights to the 250cc and 125cc championship banners.



And they said it couldn't be done, didn't they Jeremy? Congratulations Steve on your first outdoor National #1 plate!

A well-deserved tip of the checkered flag to you both!

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D.I.D's Gold Premium X-Ring Series chains were designed with the same O-Ring technology as our Exclusive Racing Series **520ERV2** and **530ERV** chains. The **520VM** and **530ZV** chains were created to meet the strength requirements of today's high performance street riders. For the ultimate in sport bike chain, ask your dealer for D.I.D's distinctive looking Gold Premium X-Ring Series.

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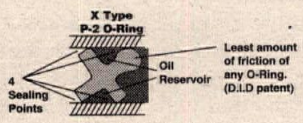


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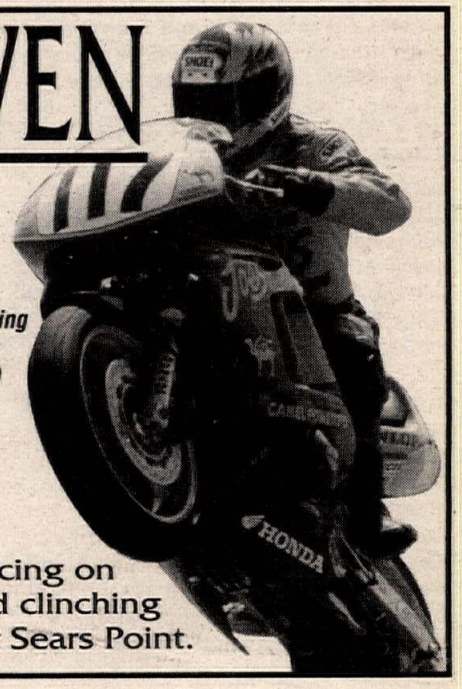


Smokin' Joe's Racing (520ERV2 equipped)

Congratulations Miguel DuHamel and Smokin' Joe's Racing on winning your seventh straight 600cc Super Sport Race and clinching the 1995 AMA National 600cc SuperSport Championship at Sears Point.

INTERVIEW | Ricky Carmichael

# The end of an era

By Donn Maeda

For the past several years, a diminutive Floridian has been absolutely tearing up the competition in the minibike classes across the nation. No matter the place or the race, when the number 167 Kawasaki KX80 has rolled to the starting line, you could almost bet that a collective groan would rise from the rest of the field.

No more.

Fifteen-year-old Ricky Carmichael has been the Jeremy McGrath of the mini classes, but much to the delight of mini racers across America, the friendly redhead's reign of terror has finally come to an end. This November, Carmichael will turn 16 and make the jump to the 125 and 250cc Intermediate classes, leaving his mini-class throne up for grabs.

In a sport where success is usually followed by a severely enlarged head, Carmichael has managed to maintain a pleasant disposition, and could even be considered to be on the shy side. When asked a question, Carmichael's answers are short and sweet, honest, yet deliberate. Many a professional rider could take grace lessons from this 10th grader who plans to make a career of professional MX racing.

**Let's start with how you got into riding. It probably wasn't that long ago, was it?**

Well, my cousin used to race and my dad just took me down to a motorcycle shop one day and I just started from there. I was five years old and I started on a Yamaha PW60 three-wheeler that we got from Ronnie Tichenor's dad's shop.

**A three-wheeler? That's seems like a lowly beginning. How long did you stay on those for?**

For about two years, and then I moved up to the 60s. The three-wheelers kind of went out of style, but back then everybody raced them. When I got my Kawasaki KX60, we headed for Ponca City and just went on from there. I was seven.

**How did you do when you first started racing?**

I think I got two thirds and a seventh at Ponca the first year. Then I kept going to riding schools and stuff, and I started to get a little better.

**The first time I saw you was in 1991 when you were still on '80s in the youngest age group, and you were killing everybody in that class. Were you as dominant in the 60cc class?**

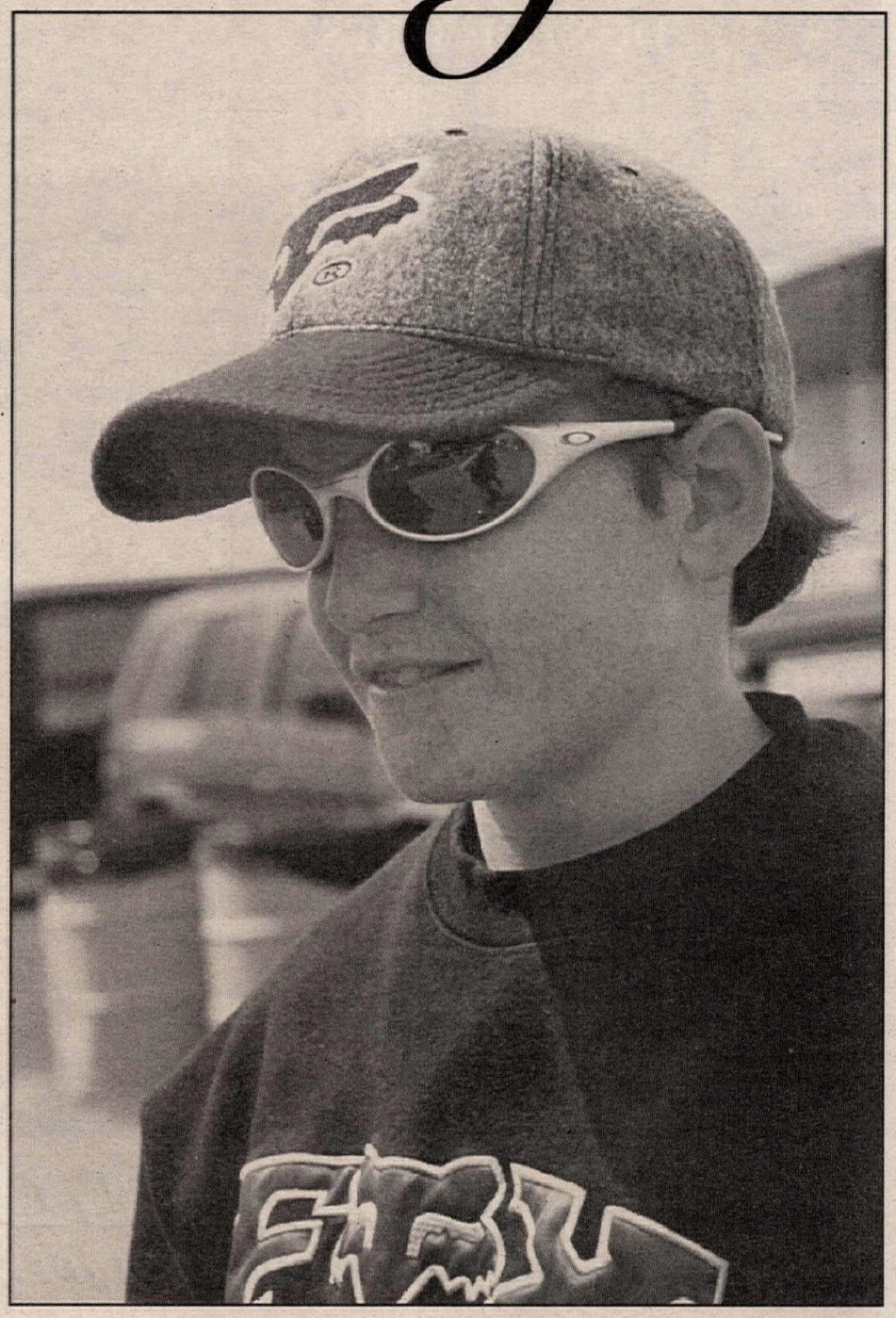
Maybe not, because I didn't really ride a 60cc too long, only a couple of years. I won the Loretta Lynn's on a 60cc and that was probably my biggest win. But I've had more time on the 80cc so I'm probably more dominant on the 80 than the 60.

**Do you still keep track of how many titles you have?**

I don't really keep track. I think I've got somewhere around 60, but I'm not sure.

**Why do you think you've been able to pick up motorcycles so well? Is it something that runs in your family or...**

Well, I practice a lot and I like to do it. I just love to do it, I guess.



**What does you typical week consist of?**

I wake up in the morning, I go work out, I do the stairmaster and lift weights and all that stuff, and then go riding from there.

**How many days a week do you ride or train?**

Just about every day, six days a week.

**Do you have a special deal in school where you get out early?**

No, I get out at 2:30 in the afternoon. That's what time my school gets out and that's just fine.

**You seem to run away with every race you enter. Doesn't it ever get boring?**

No, I practice a lot so that it won't be hard for me at the races. Sometimes it is hard, but I mean, that's why I practice - so that I can go to the races and make sure that someone's not right on me the whole race.

**What's your favorite thing about racing? Do you play any other sports?**

I like the air time, and I like traveling, and the friends. I used to play baseball when I was little and I've got a Jet Ski and I go to the lake with my friends, but that's about the only other sport I do.

**Do you have any other hobbies? What other things do you like to do?**

Really, the only things I do are jet ski and ride.

**What's it like to be at the point where you're so good that you win almost every race? Is it hard to stay motivated and psyched up?**

No, I mean, I like going to the races and winning a lot, but it's going to change if I turn pro. Hopefully I will still win a lot. I know that when I turn pro I'm not going to be winning every single race, but I like winning a lot when I go to the races and I guess I'll just take it while I can.

**How much of the work on the bikes do you actually do?**

When we go practicing I sort of tighten the chain, gas the bike up, check the water and clean the air filter. Sometimes I help my dad with the motor work.

**Do you know how to do a top end by yourself?**

No, but my dad does them all the time so maybe one day I'll learn how to do them.

**A lot of people say that having your dad as a mechanic doesn't work when you turn pro.**

Yeah, he says he doesn't want to be my mechanic when I turn pro. Right now, he works real hard on my practice bikes to keep them running and he's probably getting more help now than he will then. I don't know, I guess he probably won't be my mechanic when I turn pro.

**You did a nac-nac after winning at Mammoth Mountain. Do you like doing stuff like that?**

Yeah, I like doing it, but I don't really do it at the races much because I don't like to look like a hotshot. I do it when I practice quite a bit, but I don't do nac-nacs at the races too much.

**What's the wildest jump you've done?**

Probably a candy-bar. That's when you put your legs over your arms like Mike Metzger does. You're supposed to touch your heels but I can't do that, my legs are too short.

**Have you ever been doing something like that and crashed?**

I started to do a can-can for a little bit - I could do it pretty decent - but I totally crashed doing it one time and just said forget it, I'm not doing that no more. That's about the only crash I've had stylin'.

**Racing all these years, have you ever had any injuries?**

Yeah, I've got a torn ACL in my knee, but that's basically about it, I've never broken a bone. I've never had surgery to fix it because it doesn't really bother me, I wear CTIs, and I'm not going to get surgery on it unless it gets to where I can't even stand the pain.

**Your jump up to the big bikes isn't too far away, what are your feelings about that?**

Well, I'm gonna miss the minibikes a little bit because I think the suspension will take a little while to get set up on the 125s, but I can adjust to that. I'll like the 125s a lot. I'll be so happy to be on them because I've been riding 80s for a long time. Hopefully I'll do good on the 125s like I do on the 80s.

**How many times have you ridden a big bike?**

Earl May lives by me, he's a vet rider sponsored by Team Green, and I ride his KX250 quite a bit, at least once a week. I ride his 250 because not many people have 125s by my house. I like it a lot.

**Do you go pretty good on it?**

Yeah, I do pretty good. I corner on it pretty good because it's got more power, but it's a little rough on the straightaways.

**How tall are you now?**

I'm 5'2" and I weigh about 125 pounds.

**Do you think your size is going to be a factor when you go ride the big bikes?**

No, probably not. I'll probably be able to adjust to it. I adjusted to the 80s when I was smaller, so I should be able to adjust to the 125s.

**Yeah, I remember you were really small on the 80s when I first saw you. Do you think you're going to get much taller?**

Yeah, I should be able to. My dad's like 6' and my mom's about 5'5", so hopefully I'll grow. I should be able to. I'll be all right on the 125s.

**How long do you plan to ride amateur**

**before making the jump to the pro class?**
I don't know. I haven't really decided yet. I guess we'll play it by ear and see what happens.
**You've been a Fox rider for a long time. Do you have one of those real long contracts like Reynard?**
No, I sure don't. I just have a one year contract. But I have been riding for them for a long time.
**Besides the Mini Pro at Mammoth Mountain that pays money, have there been other ways for you to make money racing in the mini class?**
No, not really. I don't get paid because I'm not pro, but oh, well.
**What about the contingencies and stuff like that?**
Oh, yeah, Kawasaki Team Green has a great contingency program, and I get that. But it's not money, it's just for parts and stuff.
**What about your sponsors, do you have any bonus contracts?**
No, not really.
**You're always hanging out, sporting your Fox casual wear and your Oakley glasses. You seem to be pretty fashion conscious... Is there a pro rider that you look up to or try to be like?**
No, I don't really have a favorite pro rider. When I go to the races, I like watching them. I just like watching good racers and trying to pick up on their skills and all that. Yeah, I'm pretty good friends with some of them. My closest pro rider friend is either Brian Swink or Jeremy McGrath.
**When you watch the pros race, do you just spectate, or do you study their lines?**
I just look at their lines. I just like, well, I just like their riding style. I love their riding styles.
**Who has the best riding style, do you think?**
I don't know, probably Jeremy.
**Who would you say your riding style is most like?**
(Laughs) I don't know.
**At your high school, does everyone know what you do?**
Yeah, pretty much everybody does.
**So are you one of the real cool dudes at school?**
I guess so, at school. In junior high everyone always knew what I did, too. They liked it.
**Robbie Reynard told me once that he used to wear his brand-new boots to school to break them in, do you have any stories like that?**
(Laughs) No, I don't have no stories like that. I take a magazine to school every once in a while to read and because my friends like to read through them too, but that's about it, that's the only racing stuff I take to school.
**Do any of your friends at school ride?**
No, not really. I got a couple of friends, just like locals, weekend warriors, but that's about it.
**Your driver's license isn't too far away, is it?**
Yeah, I get it on my 16th birthday in couple months, coming up in November. I took driver's education last year in school, and I'm doing pretty good with my practice. I can't wait.
**I understand that you and Danny Hamel were pretty good friends.**
Yeah, we went to the Kawasaki dealer show together. He did a lot of shows with me and we got to be real good friends, and it was just a bad thing that happened.
**Does that change your outlook on racing as a career?**
Not really. You've got to be careful what you're doing. I mean, anything can happen, you just have to watch out. But I try not to think about that.
**Change of subject. What are your favorite kinds of tracks?**
I like big, wide-open tracks with sweeping turns where you can take totally different kinds of lines, and I like front-brake rights too, where you have to charge the turn and just lay it over. I like tabletops, that's probably my funnest jump.
**What do you think your strength is?**
My endurance. I have real good endurance. I can ride forever. I practice motos and I never get tired.
**Do you watch what you eat?**
Yeah, I try to keep my weight down.
**Do your friends at home have a hard time understanding why you have to train all the time and watch what you eat?**
No, I have one real good friend and he has posters and stuff up in his room. He knows quite a bit, he comes out sometimes and watches me. He's pretty cool. Most of the guys at home know what's going on.
**What's it like having kids your own age ask you for an autograph?**
It's pretty cool, I guess.
**Do you ever get recognized away from the track?**
Uh, no, not too often.
**Obviously you want to make racing your career. Are you planning on going to college?**
Yeah, I do want to race for a living. I'm not planning on college, only if something happens to where I couldn't race no more, that's the only reason I would go to college. Other than that, I'm hoping to go professional.
**You were saying that you don't have a favorite pro rider, but when you first started did you have an idol?**
Yeah, I liked Jeff Ward becasue he was small, and I was small like him.
**Any brothers or sisters?**
No, I'm an only child. I kind of wish I had a baby brother to race the pee wee class or something.
**So is there a special place at home for all your trophies?**
Yeah, we put all our trophies in our guest bedroom. I don't really know how many I have. Maybe around 200. Probably about that many, but I couldn't tell you to be truthful. I have no idea.
**Bet you can't wait to win money instead.**
Yeah, that'll be *bad*.
**You won almost every amateur title this year and for the past few years. Are you gonna miss that feeling of dominance - of just knowing that you're gonna win?**
Yeah, probably so. I like going to the races and knowing I'm gonna win. At the Lake Whitney GNC Finals I crashed and got a second.
**Was that hard for you to deal with or did you take it pretty well?**
I took it pretty well. Everbody, even the winner, knew that I crashed and that's the only reason he beat me. Usually when I crash, I'm usually in the front.
**You don't seem to be stuck-up or cocky, you're real friendly and take time to speak with everybody who wants to talk with you.**
I don't want people to think that I'm cocky. I'm just like any other fifteen-year-old. Yeah, pretty much just like any other kid. CN

# INTERVIEW

# 125cc World Motocross Champion Alessandro Puzar

By Stefano Spadavecchia

Alessandro Puzar's 1995 season has had a lot of ups and downs. He started the season very fit and put in strong showings in the early rounds. Inexplicably, during the middle the season Puzar seemed to lose his edge, and this allowed his main rival, Alessio Chiodi, to gain in points. Puzar's midseason slump made for a truly grand finale in Reil, Germany, with the leading pair separated by only two points - Chiodi ahead.

But Puzar seemed to bear the pressure better, even to profit from it, and the Italian put together a pair of solid rides to land just three points ahead of Chiodi at day's end. It was an up when he needed it most and was as high as Puzar had been since winning the 250cc world title in 1990.

Laidies and gentlemen, the new 125cc World Champion...

**Let's start with the basics. When were you born and where are you living now?**

I was born on November 19, 1968, in Ceva (Italy) during the World Championship and I now live in (manager Corrado) Maddii's house, although I spend some time in my house in Monte Carlo.

**How did you meet your manager Corrado Maddii?**

At the end of 1994 I decided I would stop motorcycle racing, but he phoned me and asked me to race for him. I had been thinking about it for a week, then I tried the Honda motorcycles he offered me and I became sure I could do something good.

**Nowadays it isn't easy to find a sponsor, and you kind of had a bad year in 1994. How did you manage to find one for this year?**

My sponsors are the same as in 1994. I had made a special agreement with them - I would race for nothing and they would only have to pay me if I won the world championship. They trusted me and that trust paid off.

**Was it harder to win the championship in 1990 or this year?**

Of course, this year. I wanted to demonstrate to those people who thought I was at the end of my career that it wasn't true. I tried to keep myself concentrated and not to let the psychological pressures defeat me. This world title has certainly been the most desired and deeply felt for me.

**During the first competitions you were at your best, then in the middle of the season, after the San Marino GP, you seemed less intense. What happened?**

There were two reasons. This year I started my training very early, and by the middle of the season I had a kind of physical falling-off. Then in San Marino and Castelnau de Levis (France) the ground is very hard and dusty and I am not at my best on such tracks.

**Will you remain with the Maddii team next year?**

Yes, because I got on very well both with Maddii and my mechanic.

**Did you receive any offers from other teams?**

No, because even before winning the world championship I had openly told in some interview that I wouldn't leave my present team, even if I won. Since they knew this, they didn't make any attempt to convince me.

**Which class are you going to ride in next year?**

It's early to say, but I'm thinking about riding a 500. These days I'm training with a Honda 500 to contend the MX des Nations, after which I would probably try the Husqvarna 4T. Then I'll make up my mind. It would be a further incentive for me to ride a 500 after winning the world title with a 125 and a 250. And I say to you in advance that if I won the 500cc world championship I would give up racing, because I would be completely satisfied.

**Since you mention giving up racing, what are you going to do after you quit motocross?**

I love my sport, so I would like to remain in this circle - maybe to work for the firms that have trusted in me, being the image man for them, and I would

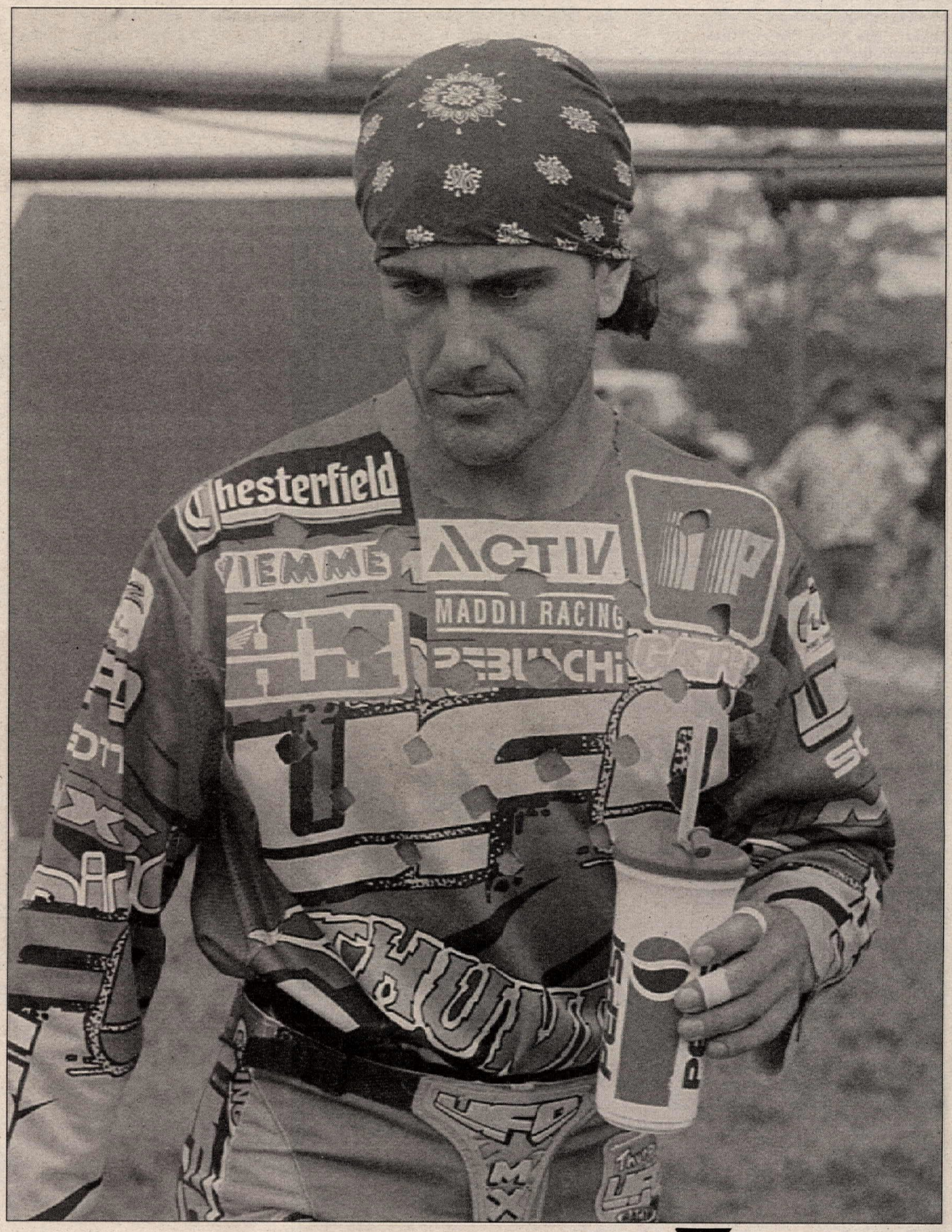



PHOTO BY ALEX HODGEKINSON



The phoenix

also like to help the young people by forming a motocross school.

**In your opinion, what was Chiodi's mistake in the championship?**

I think he didn't resist the strong psychological pressure we both had to suffer during the last GP in Germany.

**What do you think about Jimmy Button?**

Jimmy is a very nice person, and a good motocycle racer, too. In Germany, after the race he gave me a nice present: a number plate with the number one drawn on it. He's also very kind. Fancy that he helped me mow the lawn on my track. Sometimes we train together, too. I get on well with him. Of course, he's not as materialistic as his American colleagues. Unfortunately he paid much for his first year of GP - he's all alone in a country (Italy) without knowing the language, you know, and his girlfriend and parents are far away. I think it has been quite hard for him, but if he takes to the European life, next year he will certainly race very well.

**Have you any friends among the motorcycle racers?**

They are acquaintances more than friends, because there isn't a real friendship among racers. I have been racing for 10 years and I know almost everyone, so I can say that I am a "friend" of everyone.

**What kind of relationship do you have with your fans?**

A very good one in spite of my misadventures (bad season in '94). This year in particular I notice that I had a big group of fans who followed me in every race.

**Do you admire any American or European riders?**

The Americans are very strong in indoor competitions, whereas we, the Europeans, are better in outdoor competitions. To tell the truth, I prefer the latter type of race because it's my kind, so if I must choose a name it's a European one: I hold Stefan Everts in high esteem.

**Since last year, what has changed in your life?**

My life changed thoroughly since last year, both privately and in racing. In 1994 I decided to give up with motocross definitely, this year I'm a world champion again; last year I was married with Claudia, this year we are separated and my new partner Daniela is going to have a baby in a few months. As you can see, in one year everything has changed.

**What did you do after winning the championship?**

I needed some days to relax and unload the tension and the stress I had in me, so I went to the seaside with Daniela and then I came home to Monte Carlo.

**Do you have any hobbies?**

Yes. I like to fly - with any object - but particularly with a helicopter. I also like to drive rally cars.

**How much did you make this year?**

(Smiling) About $216,500, a hundredth of (Michael) Schumacher's earnings to race in F1.

**On August 20 you fell not from a bike you were riding, but from a helicopter you were piloting. Could you tell us what happened?**

As I said earlier, I'm fond of flying. I had hired a helicopter and I was piloting it near my house. Suddenly, the engine stopped running and I began falling. I tried to keep calm and I succeeded in making an emergency maneuver of "auto-rotation." I landed in a meadow, but it was sloping and I overturned more than once. (Smiling) I destroyed the helicopter completely, but as you can see, I am unhurt. I was really lucky, it could have been much worse. CN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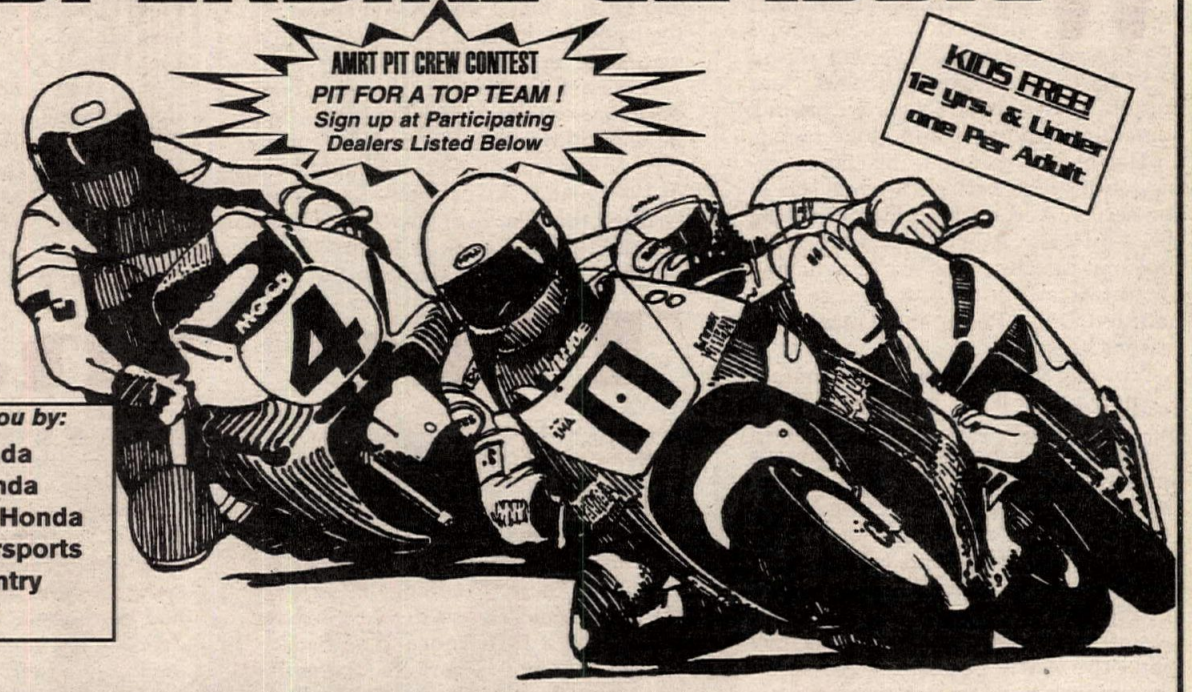

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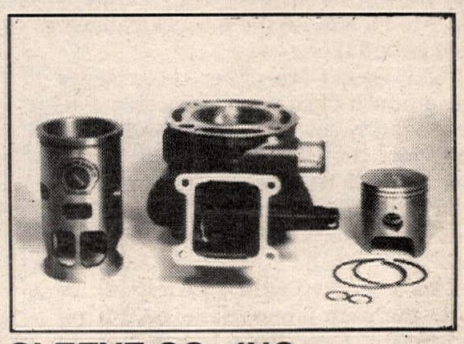

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INTERVIEW | Smokin' Joe's Racing's Al Ludington

# The man behind the domination

By Dean Adams • Photos by Henny Ray Abrams and Adams

When Miguel DuHamel matched Wayne Rainey's near-decade-old successive win record at Sears Point Raceway, it was clear superbike aficionados were witnessing something unique in superbike racing. DuHamel is at the top of his game, riding harder than perhaps anyone else in the series. And with DuHamel riding the V-4 Honda RC45, there are not the phantom catcalls of his machine having an unfair advantage, a charge that haunted Doug Polen and Ducati two seasons back.

No, the RC45 is not the fastest machine nor is it the hardest accelerating; Freddie Spencer's Ducati may very well be both of those. But DuHamel's Smokin Joe's Honda RC45 may just be the best-prepared motorcycle of the front-runners. Although DuHamel crashed at Daytona and fell and soldiered on at Pomona, there have been absolutely zero mechanical DNFs this season. With that advantage DuHamel leads the AMA Superbike National Championship points standings and has a clear shot at the title.

Preparation has been the key to this run and there are plenty of responsible names behind DuHamel's win streak: Team manager Martin Adams, crew chief Ray Plumb, RJR racing manager Mark Reeves and Rick Mitchell in Honda parts and accessories, to name a few.

And DuHamel's superbike is wrenched on by one of the best - New Hampshire native Al Ludington, with assistance from technician Joe Lombardo. Ludington came to AMA Superbike racing as Dave Sadowski's mechanic with Vance & Hines Yamaha in the late '80s, and shortly after he moved on to Honda where he worked with Tom Kipp and Mike Smith. We spoke after Sears Point about DuHamel and Ludington's incredible season.

**One can see how winning superbike races animates Miguel. It must do the same for you.**

It makes you want to win more, obviously. Yeah, it's definitely an exhilarating experience. After some of the past seasons we've had trying just to get the rider on the box (podium), it just makes you want to stay up there more and more. Prior to this, Jamie James was my only other superbike win - at Elkhart Lake in 1991. So I have multiplied my number of superbike wins by seven this season. Between then and now we've been trying to get back up there and in that period I changed from Vance & Hines to Honda, so there was an adjustment period there.

But it wasn't dry, either - because we won a bunch of supersport races, a couple dozen races with Kipp and Mike Smith and the 600cc Supersport Championship with the Kipper. The superbike wins have been kind of dry, but the wins overall certainly have not been dry at all.

**You have worked with a variety of riders in the past: James, Sadowski, Kipp and Smith. Describe what they were like to work with.**

Ski, Smith and Jamie, well actually all of them - a lot of grit. They give everything they've got when they go out on the racetrack and I try and return that on my end of things. Ski was my first rider and he was real... well, if you know Ski, (he has) a lot of heart. He will never give up and never say die.

I wasn't working on the superbike, but I was involved with the team when he was riding the VHR Suzuki (and it) died on the warmup lap at Elkhart Lake in 1989. Sadowski, by himself, physically lifted the bike over the fence so that he could push it back to the pit on the return road and get back on the grid. That's a lot of heart right there.

Jamie is just about as laid back as you can get. But as we all know he's like a bulldog with a piece of meat when he's got the leader in sight. He just won't give up. He's another guy who has a lot of grit out there. The thing about Jamie is that he could always dig a little deeper and get a little more if he had to. When we went to Charlotte for the first AMA race there a few seasons back, we were qualified about two seconds off the pace. At the very end of the session with about 10 minutes remaining he came in and asked "How fast we got to go, Al?" I told him 1:12, or whatever the lap time, was. He asks, "Well, what am I doing?" I told him a 1:14. He says, "Put a tire on it, Al." And I did and sent him out. He rips off some hot laps and comes in sitting second on the grid. He lifted up his shield, shut the bike off and said, "Damn, that was scary. I hope we don't race that fast." That's digging deep right there.

Tom Kipp is another very laid back guy, never got too excited, never gets angry about anything, but when it's time to ride, off he goes.

Smith is a different story all together. Mike is a real heady kind of guy. He has to get his head tuned just to the right spot to get the most out of himself. If he had confidence in the bike and confidence in the mechanic's ability not to let anything fall off, he was as tough as the next guy. I've been fortunate to work with a lot of really good guys. They were all very different, but had one thing in common and that's when push came to shove - they all pushed as hard as the next guy. They're all guys that when you slam them, they'll slam you back. There's guys out there on the grid who rely a lot on technique and natural ability and stuff. And if somebody makes a run at them, they'll say, "Okay, I can't run with this guy.' But these guys, you slam them, they'll slam you right back, and from a mechanic's point of view (that) is great. You don't want to be working with a guy that is going to give up or is going to sit on the grid eighth-fastest thinking, "well, there's seven guys out here faster than I am, seven guys that got me beat." You want a guy who says, "I can beat every one of these guys." And that's what all the guys I have worked with have in common.

**And how is DuHamel to work with?**

He's fast right away. From the first practice he's ready to rock. I don't know if that is from the GPs or from international racing, but he is about the only guy who is going very fast in the first practice session. World Superbike, they come out of the box hard on Friday ready to ride. AMA is getting more like that, but it seems like everybody kind of doodles through Friday, getting the hang of things and on Saturday they are getting ready to go and on Saturday afternoon they put their head down and go. And then on Sunday they get serious and race. Miguel comes out Friday morning serious as a heart attack. He comes out ready to beat everybody else and that is just a total dedication, focus-type thing.

The thing that impresses me with testing (with Miguel) is that he doesn't test at a race pace or a record-breaking pace. He's not big on testing. I don't think it fires him up. But he has the ability to. Like at Daytona, he can run around in the 42s and know what it's going to take to do 50s. A lot of guys do 52s and get the bike set up, then start 51s or 50s and suddenly their setup is gone out the window. Miguel thinks up to that next level.

He has a great ability to set up a motorcycle, more so than anybody I've ever dealt with. Millimeter changes are big changes to him. Some guys, you'll drop the front five millimeters and bring the back up five, and they'll say, "Well, maybe it's better." With Miguel... the back of the supersport bike was two millimeters low at Sears because we had the shock rebuilt and for some reason it didn't get set at exactly the same length that it was before. He came in from the first session and said, 'Man, this thing is a chopper. I haven't ridden this bike before. Something's wrong here.' Two millimeter difference in the rear ride height.

**It's interesting that the Honda has worked everywhere the series has been since June and, most impressively, won on a variety of different tracks.**

A good chassis setup is a good chassis setup. Once you get things where you want them - rake, trail, swingarm angle, et cetera, then it's just a matter of a click here or a click there. If it's real drastic maybe you change your spring rate a little bit. It's interesting that you say that, because at every race track it's been, okay, who's going to make a run at us this week? Oh, it's the Kawi this week-

end, or it's the Suzuki at Mid-Ohio or the Yamaha at Laguna. And you're right that nobody has been as consistently close, but (the RC45) came to us as a pretty good package from HRC and from there it was just a matter of juggling things around and getting the bike comfortable for Miguel, just a matter of fine tuning it.

**What are the final laps like for you before the checkered flag?**

You just cross your fingers and say, "do it, man." I don't know how anybody else is, but I am constantly talking him through the last few lap, "come on come on, don't put a foot wrong now," and pointing to my head as he comes by to remind him to think, which is more for my use than for him. Miguel watches his pit board pretty well, but he likes to see his lap times in tenths of a second which is kind of unusual.

**The Superbike Championship is definitely in the cards now, but it didn't look that way earlier in the season. Did you ever write it off?**

At the beginning of the season, the point was to do as well as you can. After Pomona (where Miguel fell and finished poorly) ... the championship was always in our minds, from the word "go" the plan was to win both championships. And after Pomona, we said to do it we're going to have to win all the rest of the races, period. I think after Miguel rode the bike in the rain at Laguna, he gained a lot of confidence in the bike and the package. Things happen a lot sooner in the rain than they do in the dry. Say the front will tuck at 150 in the dry, in the rain it'll do it at 120. You can get to the point where the bike will do the same things only at a lower speed. After Laguna he was very confident and said, "Okay, the bike is real close. A few more changes and it will be ready to go." Each race his confidence and the bike progressed a little bit and it has been just an unbelievable run of wins. I've never seen anything like it.

**Did you think midrun that three was the most you could do or...**

I thought the biggest problem might be the races after June. We had great motivation in June, winning all three races in successive weeks and the motivation was not difficult to keep fresh. But after the break, once he'd been off the bike for some time, I thought perhaps that might be a problem. I felt once we got the momentum we could keep it, the trick would be going off the road, going home for a month and coming back and beating these guys again. I thought if we could do that we'd be in good shape. And, that's what happened. He didn't beat everybody at Brainerd - he smoked them. He was the fastest guy in every session save one, all the way through. Once he did that I knew we had the top dog here and I thought we could make it happen.

**Are you thinking about the Superbike Championship on a daily basis now or are you trying to put it out of your mind?**

Twenty-four hours a day. And the thing that has gotten us here is the team. Yeah, the bikes are good and the riders are the best, but it's the team that has gotten us here. And it is a team effort, too. I've worked on teams that were a team in name only and the only thing the personnel had in common was that we wore the same uniforms. No information was shared between the two crews and it was very mentally hard to work in that environment.

Now, Merlyn Plumlee will share his knowledge with myself and I do the same with him. We test things when the time gets short: You try this shock, I'll try that tire, and we'll exchange notes later. Bob Hale, Mike's Dad, if he is caught up on Mike's bike will come over and run tires for us or whatever needs doing from an engine swap to running for a filter. That's a team. It's that camaraderie that has gotten us where we are - one-two in the Superbike Championship.

**But DuHamel and Hale ride with drastically different styles, so setup information must be useless to the other rider.**

Hale rides and sets the bike up for maximum corner speed which is good but the tires will not last. Like at Sears - he was out front in the race, sliding that thing sideways and running it through the corner on a real hard pace. A lot of lean angle and a lot of corner speed. On the third lap I was thinking, slow that thing down, boy, you have 20 laps left.

Miguel is a little more experienced than Mike and he is very good at saving the tires. Miguel runs in hard on the brakes, turns hard while he is on the brake and then carries a little less corner speed and sets himself up for the drive out of the corner. That's reflected in their setup - Miguel uses a lot more spring in the front and a lot more oil in the front. Mike has some lessons to learn about saving the tires.

At Brainerd, Miguel and (Mike) Smith were pretty clear at one point late in the race running one-two. He came by and I gave him the L5 board (five laps remaining) and he gave me the thumbs up. Next time he came by he was in the lead with a three-tenths pad over Smith. He told me later that he said to himself when he saw L5, "Tires, I have been very good to you. Now you are going to be good to me."

**How much maintenance does a Honda superbike receive between say, Saturday-morning practice and the race on Sunday afternoon?**

Oil and filter every evening, of course. Typically, it goes like this: You put a fresh engine in and go to the race. Usually on Friday night we do a gearbox - we collect the information from the telemetry system and the information from Miguel as to what ratios we're going to need for each particular corner - that's a typical Friday night. The engine comes out, we split the cases, do the gearbox. Of course Ray (Plumb) looks at the bearings while we're in there and it goes back together. Saturday we hope we made the gearbox guesses right or else the box comes back out on Saturday night. If we hit it right it's just oil and filter the bike for the remainder of the weekend.

The bike is constantly checked over for loose nuts and bolts and things like that. We check the valve clearances on the back cylinder because that cover comes off pretty easy. It's pretty accessible. If it looks like something is up, we'll go in and do the front ones too. Typically everything works fine and looks fine - it's a real, real reliable motor. Sunday before the race we usually put a clutch in it, and that's about the size of it.

**Have you ever had the opportunity to ride the superbike?**

The RC45 I have not ridden. The RC30 and the OWO1 Yamaha I rode, and I imagine the day will come when I can sneak the superbike out for a ride. It's a wild ride, any superbike. It's just so hyper. Those things are so totally bad you can't even comprehend it. You roll it on at a 100 mph in third gear, which is about 6000 rpm, and by the time it's getting to nine or nine-five it's ripping your head off and you are thinking seriously about what you're doing. And you haven't even gotten into the power yet. At about 11 grand you say, "That's about enough. I'm going to die if I don't let off." You grab a couple fingers of front brake and the thing just about throws you over the bubble. You stop the bike and think, "How do these guys ride these things?" It really gives you an in-your-face idea of just how talented and special these athletes are that ride superbikes.

**The results from the World Superbike round at Laguna Seca must have been quite satisfying for you and Miguel. To be thumping world-class riders and teams is a magnificent accomplishment.**

We kind of went in the underdogs. We had a home-territory advantage, but I don't think anybody really expected much as the World Superbike guys are a tough crowd. Going in we talked about it a little bit and I would have been real happy with a sixth-place finish, so needless to say I was ecstatic with a third and a fourth. We had done some testing there throughout the season and we didn't have to waste a day getting a baseline going. But one thing that Miguel said that made me feel good is that when we went to the World Superbike race we had a race bike. When we were there in May and before that testing, that thing (RC45) was a milk truck. So we obviously made some gains in that amount of time. Sometimes it is hard to gauge your progress, but when you can go to a race track a couple of months after you'd originally went there and the bike is drastically improved - two seconds faster - you feel good about that.

**You have worked in an environment where there were plenty of hands with around four or five people working hands-on on the motorcycle. Now it's just you and Joey (Lombardo) for both the 600 and the superbike. Which do you prefer?**

First of all, I have implicit trust and faith in Joe Lombardo. He has done a fantastic job this year on the superbike and on the supersport bike. To answer your question, I think somewhere in the middle would probably be the best. Somebody has the responsibility of over-seeing the bikes, but there are times when we get short on time and you really have to trust the people you work with. Check, check and double check is the motto, but some guys are very peculiar about who they will let touch the bike. But with Joey and Ray (Plumb) on our team I will step back and say, okay, you check it over.

Sometimes things are a little rushed, especially when we are hunting for a setup and then we could use a third guy just to run tires to Dunlop. Sometimes there will be a guy spectating who asks all the right questions and seems knowledgeable and smart enough to do only what he is told to do, or touch, and we'll draft him in. "Put a shirt on buddy, you're the new tire boy."

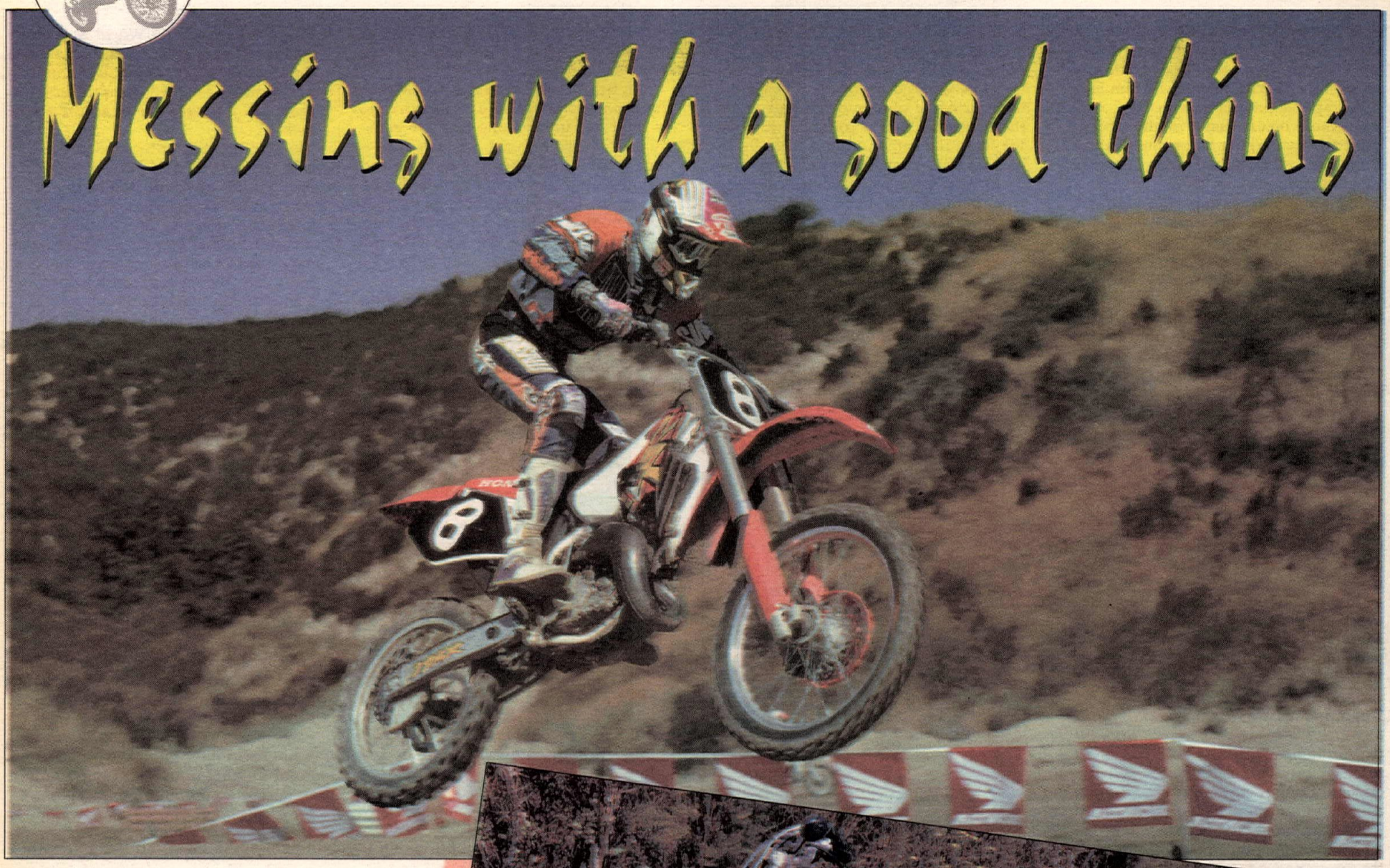
**You and Miguel work out together in the American Honda gym. Can you kick his butt on any of the equipment?**

We work out whenever we get the chance, we run together and lift some weights. He does a lot of bicycling which I don't do much of and sometimes we get out and ride dirt bikes and stuff. Running, Miguel doesn't have the gearing. He can't keep up. He's too short. Plus, I have been running a long time. Weights, he's real tenacious and just won't give up. As far as the amount of weight he can push, we're pretty comparable and he's a lot smaller guy. Anything that involves climbing on a motorcycle, forget it. He dusts me. But anything that doesn't involve riding a motorcycle, I'll give him a run. Even bowling; huh, Miguel?

**Miguel treated you, Joey and Ray Plumb to a vacation in Laughlin, Nevada, after your string of three in a row in June. What'll he do if you win the championship?**

I don't know. I've heard Hawaii, but not from Miguel. I'm not worried about it. He takes care of us pretty well. CN

# Messing with a good thing



**By Donn Maeda**

In eight of the last 11 seasons, Honda CR125s have ruled the AMA National Championship 125cc MX Series. Ron Lechien captured the title in 1985 aboard what was essentially the last-ever true works 125, while Micky Dymond won the next two titles aboard a production CR125. George Holland was next in '88, and Mike Kiedrowski followed in '89. After a three-year hiatus, a Honda CR125 returned to the top of the charts in '93 in the hands of Doug Henry and it has stayed there ever since. Henry successfully defended his title in '94, and this year, Steve Lamson came out on top of a knock-down drag-out battle for the National Championship.

Was it the bike alone that was responsible for these riders' success? Of course not - natural talent, drive and dedication is what carried these riders to the top. But it sure didn't hurt to be on what has arguably been the fastest bike in the class for the past several years, did it?

So just how fast is the CR125? Fast enough that Honda has left the motor basically unchanged for the past four years. Minor updates have been all that the bike has needed to keep it at the head of the pack, and in the power-is-everything 125cc class, the CR's awesome motor has overshadowed some of the bike's shortcomings in other departments.

This year, the CR125 has undergone several changes. Yes, Virginia, they changed the motor. Not a whole lot, mind you, but just enough to give the engine a different personality. Good or bad? Read on.

## DETAILS, WE WANT DETAILS...

Calm down, the motor isn't completely different. In order to improve engine response in the low- to mid-rev range, a new, lighter piston is featured in '96. The new piece weighs three grams less than last year's, and is complemented by revised scavenging-port timing. Clearance between the piston ring and Nikasil-plated cylinder has been reduced for less blow by. The bore and stroke remain the same. Perhaps the biggest news is the all-new ignition. Though Team Honda has run digitalized ignitions for several seasons, this is the first time that the system has been incorporated on a production machine. The digital system is claimed to deliver more accurate ignition timing at all rpm, thus yielding better acceleration and throttle response. The CR125 is the first Honda motocrosser to feature a digital ignition.

To increase durability, several parts of the transmission have been beefed up. First gear was thickened, and the shift forks have a new surface treatment. The clutch remains unchanged.

As for the rest of the bike, suspension updates are the biggest news. For some reason, Honda opted not to fit Kayaba's new 46mm upside down forks to the front of the CR125, but that's not to say that the 43mm legs are unchanged. Internally, the fork-cartridge diameter was increased from 25 to 28mm. The larger cartridge provides better damping control and a wider range of adjustability. Along with the larger cartridge comes a larger-diameter piston as well. Though the outer fork's tubes are the same size, they have a new profile that is more rigid than their predecessors.

The handlebars have been moved 10mm forward on the triple clamps, giving the bike a much-needed larger feel.

Out back, the Kayaba shock is all new. The most noticeable change is the addition of high- and low-speed compression adjusters, but there's actually much more than meets the eye. The shock itself is a longer unit, and yields 14.5mm more travel. Inside is a new shock piston that is claimed to provide a plusher ride.

Hondas have traditionally been the easiest bikes to work on, and it doesn't look as if that will change any time soon. For easier maintenance, the spherical bearings and collars at the top and bottom of the shock stay in place when the shock is removed from the frame. The air-cleaner cage now has a longer bottom locating pin, making it easier to line the filter up for installation.

Cosmetically, the CR features only minor changes. The new red-white-and-black color scheme is a welcome change, as is the dark-gray airbox. The numberplates are finally white instead of red, and racers won't have to buy aftermarket numberplate backing before they apply their numbers. The handlebar controls are silver, rather than black, and thankfully, the radiator shroud graphics no longer extend onto the fuel tank.

### LITTLE ZIPPY

This is a tough one to call, but for most of our testers, the '96 CR125 was harder to ride than previous versions. Thanks to the new ignition, lighter piston and revised porting, the CR now packs a heck of a punch in the middle of the powerband and pulls hard up top, but low-end power is almost non-existent. The new motor is much pipier than last year's, and though pros and fast intermediates may find the engine to their liking, anyone of lesser skills will find themselves bogging here and there. Honda's Eric Crippa was sure that he could find the missing low end by rejetting the machine, but even after hours of testing, we were not able to make the bike rip down low. But don't get us wrong, fine tuning the jetting did clean the bike's powerband up considerably. For our sea-level locale, we ended up using a 172 main jet, a 52 pilot jet, a 1368M needle with the clip in the third slot and the air screw 1-3/4 turns out.

But is the CR still the fastest 125? In actuality, we wouldn't bet against it, but the red bike is far from being the easiest to ride. The CR is an aggressive motorcycle, and it demands that its rider rides it as such.

We must admit that we were a bit disappointed that Honda opted to stay with the 43mm Kayaba forks, and wished that it had come with the 46mm legs like the CR250 and 500. Even so, we found ourselves smiling when the going got rough.

As delivered, the front fork was on the soft side for us, and we spent several afternoons with Crippa trying to get the bike set up just right. With the stock settings, the forks were far too soft and in turn had a harsh feel because they were riding too low in their stroke. Because of the soft front end, the rear felt as if it were riding on the high side, giving the bike a "stink bug" feel.

For natural terrain tracks like Carlsbad and Glen Helen, we set the forks with the compression at three (all the way in and out three), and the rebound at 11. The stock .39 fork springs were acceptable on these types of tracks, but riding on stadium-style courses will require the heavier .40 springs. In this configuration, the forks worked extremely well for us. Fork action was plush in the small to medium-sized bumps, and only upon the hardest landings did the bike bottom out.

Like the front end, the back was a tad on the soft side until we adjusted it. In the rear, we set our sag at 114mm - a bit lower than usual to accommodate the longer shock - and the rebound adjuster at 15. The low-speed compression adjuster was set at five, and the high-speed adjuster dialed out 1-1/6 turns. The stock 5.2 spring was fine for most of our testers, though a stiffer unit would be good on a stadium-style course.

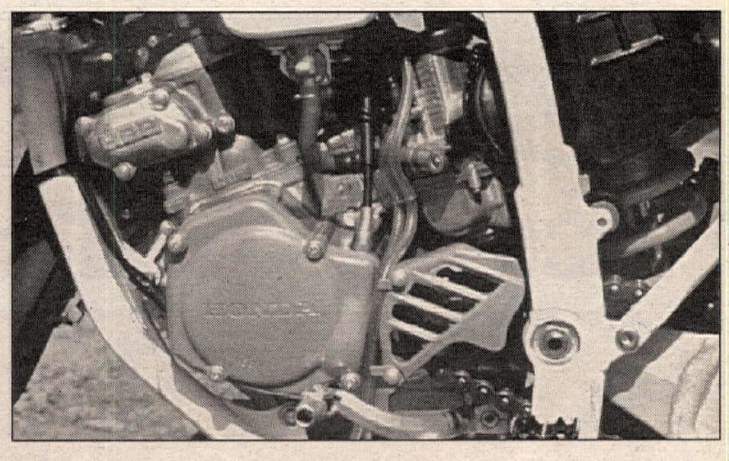
Once dialed in properly, the bike has a balanced feel that inspires confidence in time. As always, the Honda CR125 feels as if it has a short wheelbase that would tend to be on the unstable side. Though that sensation never went away completely, the bike never did anything unexpected, and soaked up most everything thrown its way with aplomb. The CR125 is the master of inside lines, and there are few machines that can carve underneath it. Line changes can be made mid-turn in the bat of an eyelid. High-speed stability is decent, and in all honesty, we never got the front end to headshake.

Of the four Japanese 125cc MX bikes, the Honda has the most distinct feel. The bike feels super tall, but the footpeg-to-seat relationship is on the short side, giving the bike a small feel. Long-time Honda riders will have no problem adjusting to the 125, but riders coming off of other brands will need time to adjust. Leaning the bike over in rutted corners takes some getting used to because of the tall seat height, but the bike's incredible steering prowess all but makes up for the high-feeling center of gravity.

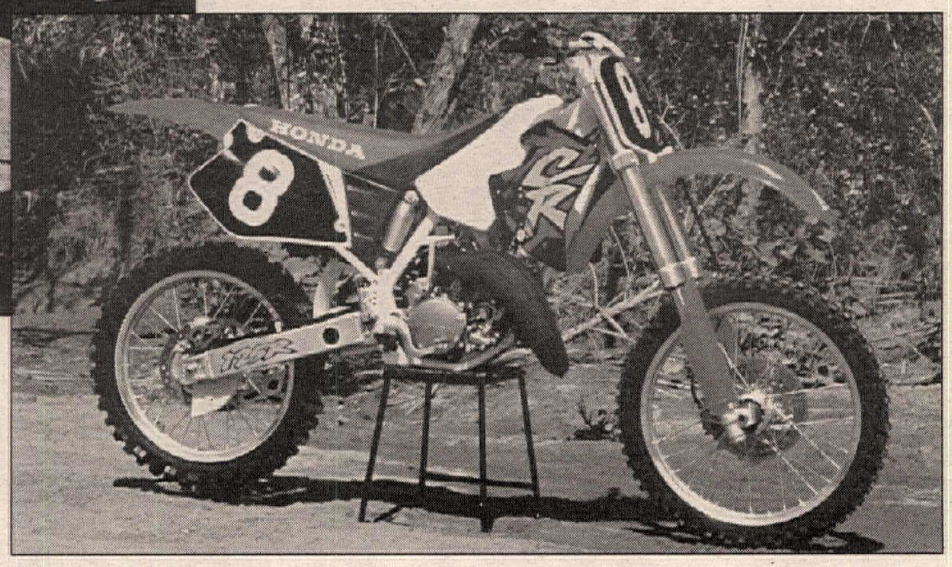
Naturally, the brakes can't be faulted. Honda's patented Nissin units slow down the CR in a hurry, yet with excellent feel and modulation. This may sound foolish, but the new silver hand controls *look* lighter than the old black ones. Also, the silver controls will look nice longer, as the black levers used to wear silver from friction.

The two-tone, dual-density seat cover is quite sturdy, and even after countless laps, has held up to the abuse of our testers' knee braces. We can't say the same for the radiator-shroud decals, however, as they shredded almost instantly. A definite plus in '96, though, is that the graphics don't extend on to the fuel tank. Last year, the silly-looking stripes were easily gouged up by the rider's knees, and were a nightmare to remove. CN

*While Cycle News believes the foregoing test reliable, it is the opinion of the reviewers only and should not be relied upon in determining the performance or safety of the vehicle(s). The reader should make his or her own investigation.*

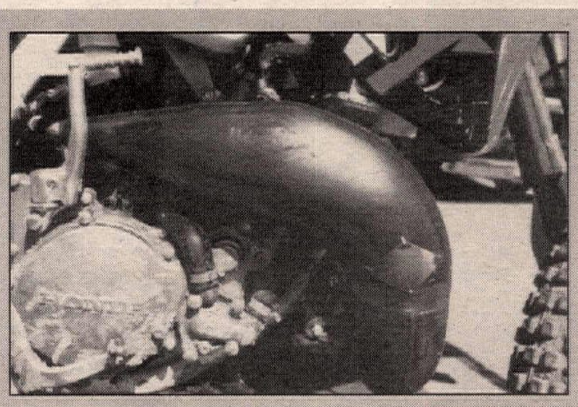


(Above) It looks the same on the outside, but the new CR125 engine isn't quite as impressive as in previous years. Don't fret, though, there's an easy fix.




(Above) As delivered, the 43mm Kayaba forks were a bit soft for our tastes. After dialing them in, however, the front end worked quite well. (Right) Visually, the CR125 is one of our favorite bikes of the year. The purple of '95 has been replaced with black, and we love it.

## Bill us



After our initial ride on the '96 CR125, we were left scratching our heads. How could the bike have *less* low end than the '95? After all, weren't all of Honda's engine changes made with the intention of producing even more bottom-end and mid-range power? Surely the bike must be better - perhaps we were imagining things.

To be sure, we took our test bike down to Bill's Pipes for a run on their Dynojet dynamometer. Sure enough, owner Bill Cervera reported that the '96 CR125 produces less low end power than the '95 model, and suspected that it was due to the new digital ignition.

Cervera then spent several days toying with the bike, trying to come up with an exhaust system that would remedy the lack of low end. What he came up with was surprising. After trying several different prototypes, Bill bolted on one of his '95 production CR125 exhaust pipes. A sly smile came over his face as he dynoed the bike and sent us back to the track.

The difference was incredible. Not even the hours of jetting testing we had done previously with Eric Crippa had yielded such a noticeable difference. From the moment we fired up the machine, it was apparent that the CR125's bark had been improved considerably. Suddenly, the missing low end had returned, and the bike felt as healthy - if not better - than our '95. Mid-range power was also boosted up a bit, and power on top was about the same as stock. Most importantly, however, the pipe made the bike worlds easier to ride and keep on the pipe.

We also tried one of Bill's shorty silencers, but preferred the stock silencer better, as it produced more low-end power. Faster riders may find the silencer to their liking, as the pipe/silencer still produces better power than the OEM set up. A Bill's Pipes CR125 exhaust pipe costs $169.95, and the silencer costs $73. For more information contact Bill's Pipes at 1167 Hamner Ave., Norco, CA 91760, 909/371-1329.

## Honda CR125R

**Specifications**

| | |
|---|---|
| **List Price** | $4699 |
| **Displacement** | 125cc |
| **Engine type** | Liquid-cooled single-cylinder two-stroke |
| **Bore x stroke** | 54mm x 54.5mm |
| **Compression ratio** | 8.8:1 |
| **Carburetion** | 36mm flatside |
| **Ignition** | Digital |
| **Transmission speeds** | 6 |
| **Starting system** | Kick |
| **Fuel capacity** | 2.0 gal. |
| **Wheelbase** | 57.1 in. |
| **Seat height** | 37.4 in. |
| **Front tire** | 80/100 x 21 |
| **Rear tire** | 100/90 x 19 |
| **Front wheel travel** | 12.2 in. |
| **Rear wheel travel** | 12.6 in. |
| **Front brake** | Disc |
| **Rear brake** | Disc |
| **Final drive** | Chain |
| **Claimed dry weight** | 192.9 lbs. |

## Final rounds: Tillamook, Oregon

# Aaron pulls through

**(Left) Defending National Champion Geoff Aaron pulled a pair of wins out of his bag of tricks and wrapped up his second consecutive title in Oregon.**
**(Below) Ryan Young finished second overall on both days, and was second in the series also. Young hinted that he may retire.**

**By Al Malmquist**

TILLAMOOK, OR, SEPT. 2-3

One sign of a true champion is his ability to perform under pressure. Defending National Champion Geoff Aaron entered the final two rounds of the AMA/NATC National Championship Trials Series under incredible pressure, and some expected him to lose his hard-earned number-one plate to six-time National Champion Ryan Young.

Young had by far been the more consistent of the two, and, entering the final rounds, had a rather secure grip on the series point lead. In order to win his second championship, Aaron needed to sweep both days of competition in the slippery Oregon conditions and take full advantage of the best-six-out-of-11-finishes rule. Young and Aaron each had four wins entering the weekend, but Young had finished no worse than second. Aaron, on the other hand, had scored as low as fourth. Throw in the fact that throughout the previous nine rounds, no rider had succeeded in winning both days, and things weren't looking very bright for Mr. Aaron.

All of that reasoning, however, went straight out the door when the action got underway. Aaron was visibly more focused than he had been all season long, and rode without fault as he turned in a pair of masterful rides and did exactly what he needed to do. The 22-year-old Beta Techno pilot emerged victorious on both days of competition and ended the season with six wins - a perfect score.

"I let it all hang out," said Connecticut's Aaron. "I knew that I *had* to win on both days, and I had nothing to lose. I did exactly what I came here to do. I went out and kicked butt."

For Young, it was a bittersweet end to what was arguably one of his best seasons of late. After winning his first National Championship in 1988, it became harder and harder for the likable Kentucky native to stay motivated. A lack of serious competition saw him slack off a bit in the last two years of his six-year reign, and Aaron surprised him in '94 when he wrestled the title away. Young returned with a vengeance in '95, rejuvenated and eager to regain his title. Though many agree that Young rode as well as ever, it just wasn't enough to dethrone the younger rider.

"This is about the first time that I've failed to meet my goals in trials," said Young, a 49-time National winner. "I've always set realistic goals for myself, and one of them this year was to get my seventh title and 50th win. I ended up one short in both counts. Geoff rode well this weekend and I made too many little mistakes."

(Left) Home-state rider Lonny Hallsted was fourth and third, enjoying his best finishes of the season. Hallsted missed the first few rounds due to an injury.

(Right) Olivier Clamagirand wrapped up third overall with a third on Saturday, and a fourth on Sunday. The former Belgian National Champion will wear number three in 1996. (Below) Dennis Sweeten broke into the Nation's top 10 for the first time, thanks to a pair of strong finishes at his home event. Sweeten went 6-8 in Oregon.

Young finished second to Aaron on both days, and hinted that this may have been his last serious season of competition. "I'm not a second-place kind of guy," said the Gas Gas JT35 rider. "I've always liked to be number one. I wanted to give Geoff a fair shake. He kind of woke me up last year. I hadn't been practicing, and I deserved to be number two. This year, I gave it 100 percent effort, and still came out number two. Competing at this level is very stressful on the family - practicing every weekend and being away from home. Maybe if I had ended up number one, it would have been worth it, but that's not the way it ended up."

Third on day one went to Olivier Clamagirand, the former Belgian National Champion who now resides in Southern California. Clamagirand backed up his Saturday performance with a fourth on Sunday, securing his ranking as the number-three rider of 1995.

"I did not understand how to get traction," said Clamagirand. "I am used to the Southern California terrain, and this was very, very slippery. I rode as best I could, but I was not really competing for myself. I was trying to help Ryan win - I could beat Geoff, but not Ryan. I was riding for Gas Gas USA this weekend."

Home-state favorite Lonny Hallsted turned in his best rides of the season at his home event, nabbing fourth on Saturday and third on Sunday. Hallsted missed the opening rounds of the series after suffering injuries in a pre-season practice crash, and, until now, had struggled to regain his form. Hallsted was impressive in the slippery mess that he has become familiar with.

"I had some really good rides this weekend," said Hallsted. "The checkers were really strict - as soon as you put your foot down it seemed like they would give you a five. I had fun though, a great time, and this helps my confidence for next year."

The two-day event was co-promoted by two local clubs. Saturday's event was laid out and officiated by NORA - the Northwest Off Road Racers Association - while Sunday's event was organized by COTA - the Columbia Observed Trials Association.

Slick, muddy conditions greeted riders on both days, numerous logs and several creek sections had even the best dabbing repeatedly.

### SATURDAY

Aaron set the pace from the get-go, turning in a first loop of 13. Young and Clamagirand were not far behind with 16 each, while Hallsted and Raymond Peters stayed within striking distance with 22 and 23, respectively.

"I came into this event totally focused," said Aaron. "I knew that I had to get out front, right form the start."

Aaron was assisted by his Cosmopolitan Motors teammate Ron Commo Jr., a former Championship class rider who recently wrapped up the '95 Expert National title. Having secured his championship, Commo opted to assist Aaron in his quest for the title, and served as his minder over both days of competition.

"Ron and I worked well as a team," said Aaron. "As a former champ-class rider, he's an incredible minder."

Young was admittedly tight at the beginning of the day. "I started out horrible," he said. "Some of the opening sections were really hard and I seemed to be starting really cold. I don't know why. I start practicing about 340 minutes before the start of the trial. I'd guess it was more nerves than anything."

Still, Young's second-loop score was higher than his first. As a matter of fact, most of the top riders saw a higher second-loop score, including Aaron, Clamagirand, Peters and Hallsted.

For Peters, the event was a bit frustrating, as he competed without the luxury of having a minder. "I was hitting everything plenty hard enough," he said. "I don't like falling back off of things. I didn't have a minder today, and that's not a good setup. I took several points that I didn't need, mostly because I didn't know what was under the bike, or how much room I had to back up. A couple of times I asked the checkers to help me, but that was hard because they're not really supposed to help you."

Many of the remaining championship-class riders struggled with the lack of traction.

"It was really slippery," said Matt Moore, who ended up 10th on Saturday. "It was fun, though. That's what counts. The loop between sections three and four sucked, it was the hardest part of the trial. It was just rock after rock after rock."

San Diego National winner Jess Kempkes found himself with a surprising lack of technique in the slimy conditions. "It was real slick, all right," said Kempkes, who was a surprising ninth. "I don't know what happened today. I guess my head just wasn't together and I had some bad rides. I didn't like it at all."

Both Aaron and Young rose to a level above the rest on their final loops. Both riders came home with a mere 10 points, but Aaron had 10 cleans to Young's nine.

"Once I warmed up, it was a night-and-day difference," said Young. "I was hoping to win today so that I could have fun tomorrow, but I guess I'm going to have to be serious at all of the Nationals this year."

"I had a dumb-novice five in sections 12," said Aaron with a laugh. "I was heading for the exit gate and I started to bobble. Instead of taking a safe one I tried to gas it and leap for the gate. I fell down a few inches short and got a five."

Still, Aaron was the clear-cut winner of Saturday's event, topping Young 40-44. Clamagirand came home third with a 53-point tally, while Hallsted nabbed fourth with 69.

Peters was fifth, and a bit miffed about the inconsistent checking. "The checking here varied widely," said Peters. "Some checkers were tight, and others would give you a little. A five is a five, but if some guys are gonna give you a little bit, they should, all give you a little bit. It's the organizer's job to make sure the observing is consistent. You shouldn't have to come to a section and try to remember if the checker is strict or not. I still had fun, though. They breed some pretty good slime here."

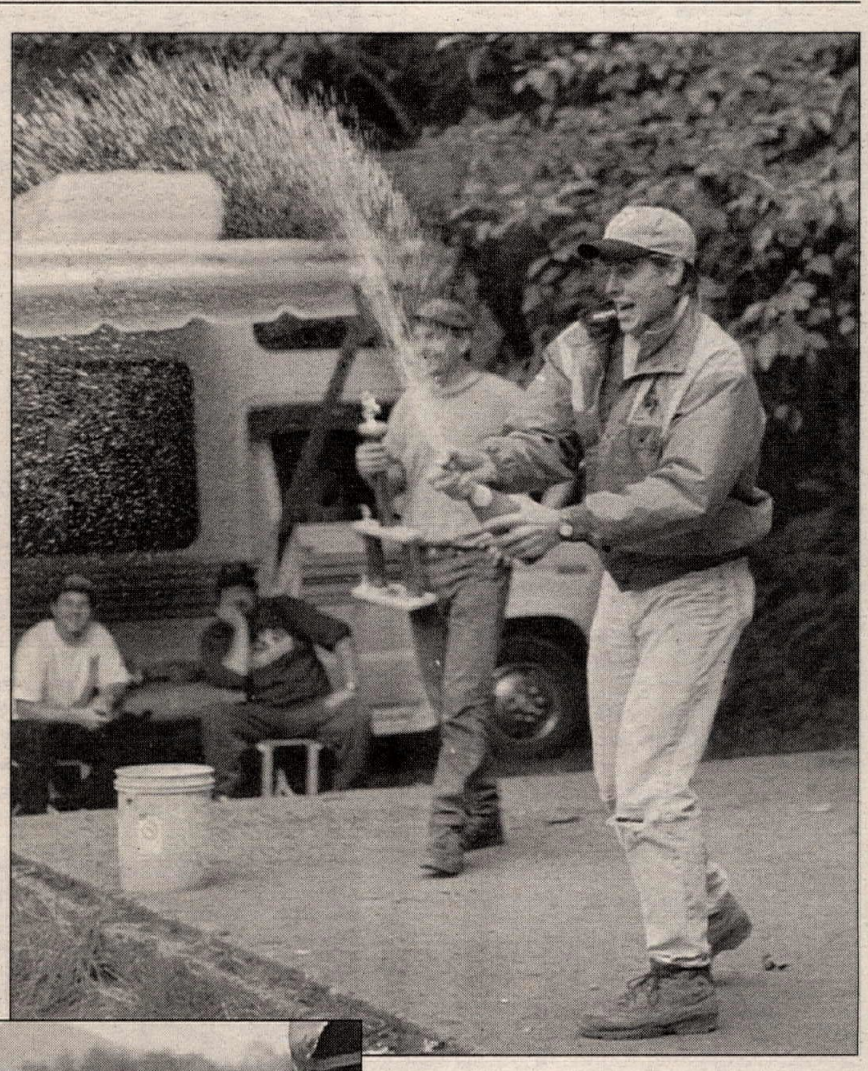
Home rider Dennis Sweeten was sixth, ahead of Canadian Ryon Bell, New Mexico's Chuck Sutton, Kempkes and Moore.

### SUNDAY

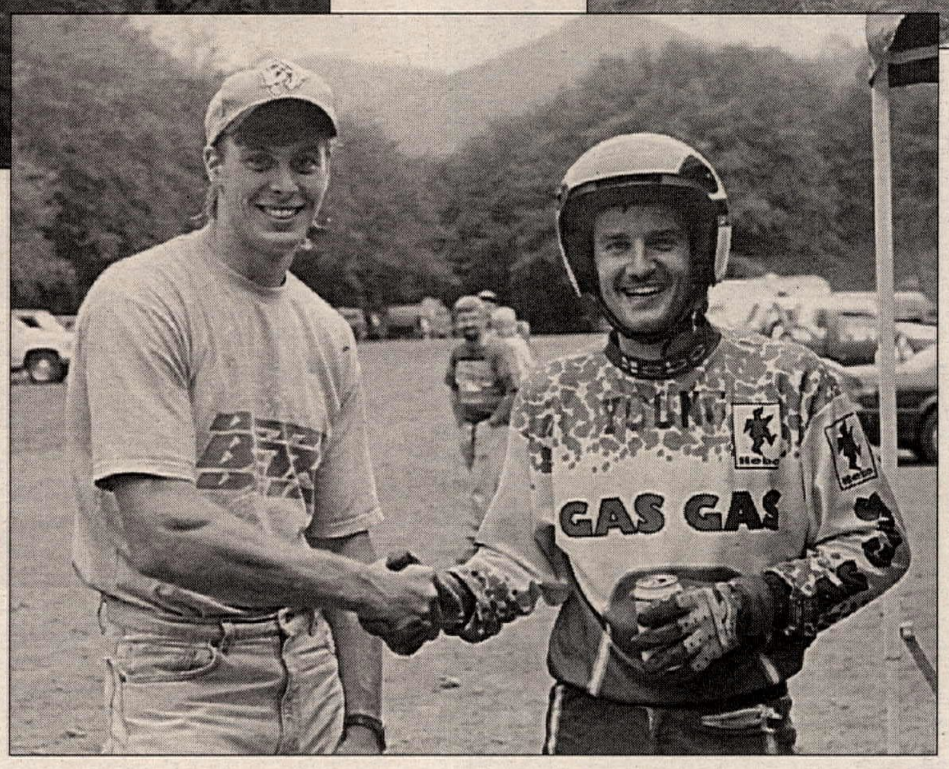
Tension was high in the morning, as Aaron's Saturday win set a winner-take-all stage for Sunday.

Like Saturday, Aaron set the pace from the get-go, completing the first loop with nine points. Once again, Young was close behind with a 12-point card. Aaron had a spectacular crash in section three that saw him get ejected

# Final rounds: Tillamook, Oregon



(Left) Oklahoman Matt Moore struggled a bit in the slimy conditions and turned in 10-9 finishes. Still, the teen improved his National ranking by one, and will wear number seven in 1996. (Right) Geoff Aaron celebrates his second National Championship in style. (Below) Together, Geoff Aaron and Ryan Young account for the last eight National Championships.



over the bars. Young also had a big crash - but his came in section 12. Kempkes also fell victim to the 12th section, and his rear subframe was sheared off in his violent crash.

Third after the first loop was Clamagirand, followed closely by Hallsted.

"My position was already set for the year, so I was out to have a good time," said Clamagirand. "Again I got several fives. I just don't get it how to get traction here."

Any hope that Young might have had was dashed on the second loop. While Young's score rose four points to 16, Aaron rode without fault and came back to the pits with a five-point card.

"I feel steady today," said Aaron. "So far, I've kept all my points on the left side of the card. It seems like I'm riding better and better every day."

Hallsted found his form on lap two and bested Young with a 14. "I had some really good rides," said Hallsted. "Most of the time, the calls went my way, but they are really quick to five you out."

Aaron drove the final nail into Young's coffin with a spectacular eight-point final loop. Young had his best loop yet with an 11, but the damage was done and Aaron had successfully defended his National Championship. Hallsted came into the pits with a 15-point loop card and secured the best overall finish if his season. Clamagirand was fourth.

"I didn't want to win by just a little," said Aaron. "I wanted to win by a lot, and that's what I did. I need to thank my minder Ron Commo Jr., as well as my sponsors - Cosmopolitan Motors, Beta Motor Italy, Elf, RCS Racing, Tryals Shop, Gaerne, Xtreme, Renthal, Braking and Michelin. I couldn't have done it without them."

"I had two fives that were ridiculous," said Young, ever gracious in defeat. "I also had some silly twos and threes. I used my instincts rather than taking the safe lines. I just wasn't dialed in today, and Geoff rode like a champion."

Hallsted was excited about his third-place finish. "This is the closest I've ever been to second," said Hallsted. "I was only 14 points back. This gives me a lot to look forward to next season." CN

**Oregon Nationals**
**Tillamook, Oregon**
**Results: September 2-3, 1995**

**Saturday**

**CHAMPIONSHIP:** 1. Geoff Aaron (Bet) 40 points/25 cleans; 2. Ryan Young (G-G) 44/22; 3. Olivier Clamagirand (G-G) 53/21; 4. Lonny Hallsted (Bet) 69/16; 5. Raymond Peters (Fan) 71/14; 6. Dennis Sweeten (Bet) 108/11; 7. Ryon Bell (G-G) 117/7; 8. Jess Kempkes (G-G) 123/7; 9. Chuck Sutton (Bet) 127/9; 10. Matt Moore (G-G) 127/5; 11. Kevin Busch (Bet) 156/4.

**Sunday**

**CHAMPIONSHIP:** 1. Geoff Aaron (Bet) 22 points/23 cleans; 2. Ryan Young (G-G) 39/18; 3. Lonny Hallsted (Bet) 53/11; 4. Olivier Clamagirand (G-G) 55/17; 5. Raymond Peters (Fan) 61/12; 6. Jess Kempkes (G-G) 73/10; 7. Ryon Bell (G-G) 80/5; 8. Dennis Sweeten (Bet) 99/5; 9. Matt Moore (G-G) 108/5; 10. Kevin Busch (Bet) 157/1.

## The road to a ranking

Unlike the AMA's professional race series in which each and every round counts towards the final series standings, the AMA/NATC National Championship Series allows its competitors to "throw out" five of the 11 scheduled rounds. Only the rider's best six scores count towards the final series standings. Here's how the top 10 riders in the Nation obtained their ranking in 1995.

| | #1 AZ | #2 AZ | #3 CA | #4 NY | #5 PA | #6 RI | #7 RI | #8 CO | #9 CO | #10 OR | #11 OR | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1. Geoff Aaron | 3rd | 1st | 4th | 1st | 2nd | 1st | 3rd | 3rd | 1st | 1st | 1st | 180 points |
| 2. Ryan Young | 1st | 2nd | 2nd | 2nd | 1st | 2nd | 1st | 1st | 2nd | 2nd | 2nd | 170 points |
| 3. Olivier Clamagirand | 2nd | 3rd | 3rd | DNS | DNS | 4th | 2nd | 2nd | 3rd | 3rd | 4th | 138 points |
| 4. Jess Kempkes | 5th | 4th | 1st | 3rd | DQ | 5th | 4th | 4th | 4th | 8th | 6th | 123 points |
| 5. Raymond Peters | 6th | 6th | 5th | 10th | 3rd | 3rd | 5th | 5th | 5th | 5th | 5th | 108 points |
| 6. Lonny Hallsted | DNS | DNS | DNS | 4th | 4th | 6th | 6th | 4th | 3rd | 4th | 3th | 103 points |
| 7. Matt Moore | 13th | 11th | 9th | 5th | 5th | 7th | 7th | 11th | 8th | 10th | 9th | 85 points |
| 8. Chuck Sutton | 4th | 5th | DNS | 9th | 6th | DNS | DNS | 9th | 9th | 9th | DNF | 85 points |
| 9. Ryon Bell | 7th | 9th | 7th | DNS | DNS | DNS | DNS | 8th | 7th | 7th | 7th | 82 points |
| 10. Dennis Sweeten | 8th | 12th | 6th | DNS | DNS | DNS | DNS | 7th | 10th | 6th | 8th | 81 points |

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## Final Round: French GP

# Anti-climax

By Alex Hodgkinson

CHÂTEAU DU LOIR, FRANCE, SEPT. 3

Kawasaki finally won their first World Motocross Championship as 22-year-old Belgian Stefan Everts clinched the 250cc crown in the final round of the 15-race series at Château du Loir, 120 miles west of Paris.

Everts, the youngest champion of all time when he won the 125cc crown for Suzuki in 1991, had been runner-up in each of the last two seasons. He confirmed before racing that he would defend his crown next year despite offers to follow his predecessor Greg Albertyn to America to contest the prestigious U.S. Supercross series.

With a 29-point advantage over fellow Belgian Marnicq Bervoets entering the French finale, Everts needed just 12 points to seal matters in his favor.

The first moto started promisingly, but soon developed into the anti-climax of all time - until the chaotic scenes at the finish.

Bervoets had second choice of starting position, went for dead center on the gate and got the holeshot he needed.

Everts, eighth to the gate, chose a lower line and got buried back in the pack. "I tangled with Herring about 20 meters out of the gate," said Everts.

As a result, Herring went down before the first turn. "I think he got his clutch lever caught up on my shirt sleeve just below the elbow," said the hapless Brit. "We were hooked together for a long time. He was lucky he didn't come off too."

After only half a lap, more than 20 places separated the Belgian title chasers, but Everts remained unrattled and used the open track to move forward quickly.

Still leading, Bervoets took a heavy blow on the third lap. "I got sideways over the double jump and landed badly," said the Suzuki rider. "The bars were bent in the fall, but I hoped I could at least take fourth place when I got back on."

Indeed, after remounting sixth he was quickly back to fourth. It was a long way to Vohland, Moore and Tragter, but that would at least keep Bervoets' chances alive if Everts made a slip. The Kawasaki rider wasn't making any, though, and the charging Everts was already in the top 10, countering every advance by his rival.

At 20 minutes the championship was decided. "I fell again and I knew it was over," a disappointed Bervoets said. "The bike was too bent for me to have ever got back for the points I needed, even if Stefan DNFed."

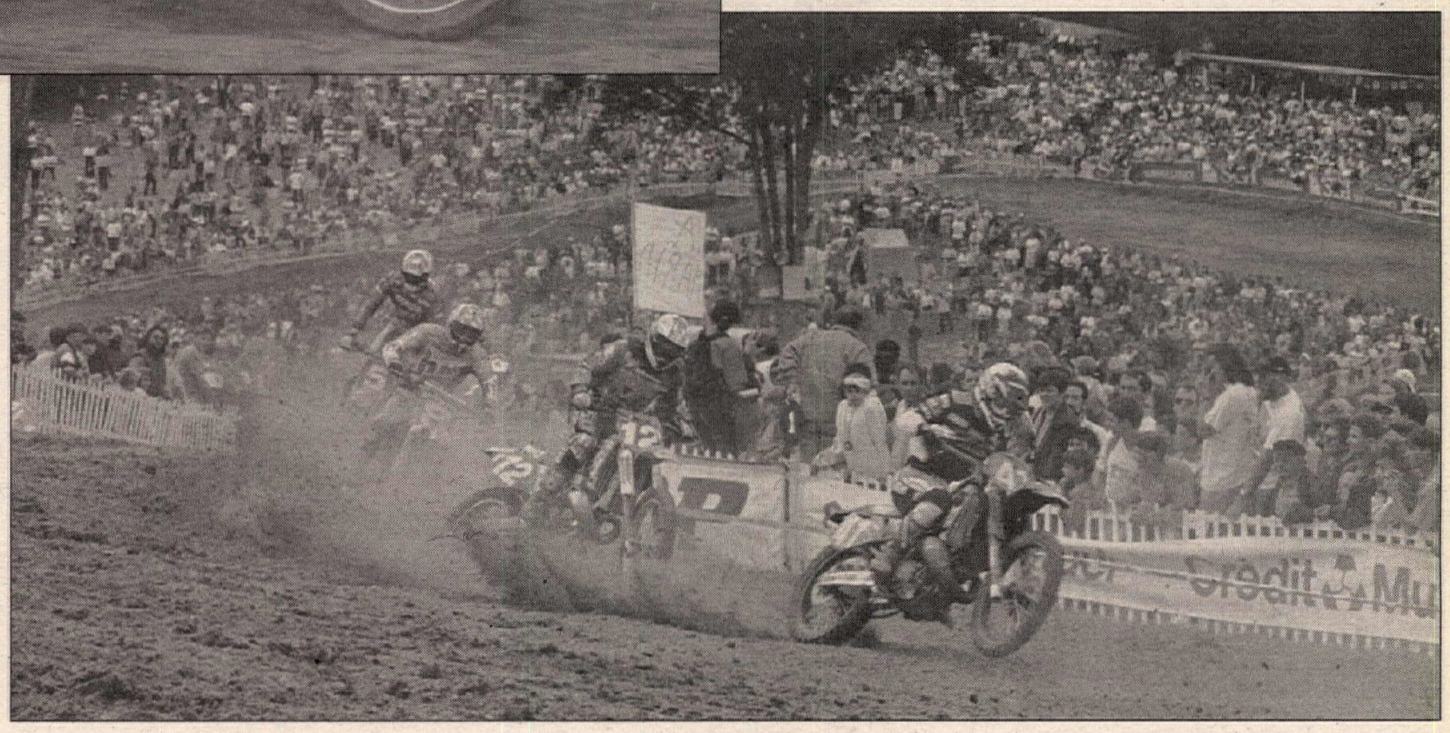
When Bervoets withdrew, Everts was champion.

Everts could have stopped, but he didn't. And in retrospect it might have been better to start the party early because the race had died and it could have prevented the scene of confusion at the finish.

After getting news via pit board that Bervoets was out, the new champion immediately slackened his pace.

**(Left) Belgian Stefan Everts clinched the 250cc World Motocross Championship in the first moto when his main rival, Marnicq Bervoets, crashed out.**
**(Below) Off to a good start in moto two, new number-two-plate holder Bervoets (4) crashed on the first lap and would finish 14th.**

(Left) Yamaha-mounted Andrea Bartolini took the overall in France and finished seventh in the series point standings. (Below) American Tallon Vohland (8) gives chase to Rob Herring (12) and Bob Moore (41) in the second moto. Vohland finished third in the championship, six points ahead of Kurt Nicoll (5).



"All of the disappointments of the last few years went through my mind as I rode round," a jubilant Bervoets said. "There were tears in my eyes. It was difficult to concentrate on racing."

Entering the last two laps he was down to 15th and only had to head off Bader Manneh to score a single point, which at this stage was irrelevant. Film crews, photographers and Belgian supporters vied to greet Everts first. It was chaotic. There were three photo finishes in the points positions before Everts arrived, and the human masses made the finish line impassable as soon as Moore and Vohland had gone through.

Nicoll kept on the gas and made the jump to snatch sixth from Thierry Bethys, while further back, Remy Van Rees had no chance to try to overtake 10th-place Paul Cooper. Beirer, 13th across the line in moto one, finally was forced to cease his pursuit of Joakim Karlsson.

"I still haven't clinched fifth in the championship ahead of Tragter," explained Pamo teamster Beirer, "but if I hadn't shut off I would have collided with someone."

Moore had passed Vohland early on to win the moto after home-favorite Yves Demaria had exited with a broken fuel line. Vohland's second place clinched the manufacturers' title for Kawasaki.

Nicoll, Vohland's rival for the individual bronze medal, was angry with himself for having erred early in the race.

"I gated ninth but was already higher when I fell off on the first lap," said the Brit. "It was a stupid little fall. I'm riding so good this week. I know I am the fastest, but that (crash) probably cost me the medal."

There were still several scores to be settled in the second moto, but only two men ever looked like they would win - Beirer and Bartolini.

The German holeshot but was soon displaced by the Italian. "I wasn't worried," said Beirer. "I knew (Bartolini) couldn't hold that pace for 40 minutes, and after so many problems in the last few GPs I wanted to settle down and not make silly mistakes early on. When I made my charge a few laps from the end it was no problem to take the lead again."

The moto win was Bierer's second of the year.

Bartolini was also not too unhappy because second place secured him the overall on the day, and even if he had landed the moto win, it still would not have been quite enough to dislodge Tragter from sixth in the standings.

Vohland and Moore had been close early on, but they were soon fading from the scene. Moore was troubled throughout with his front suspension and eventually quit after 20 minutes, but Vohland did enough to earn the number-three plate for 1996.

"I was riding good for three laps and then I started thinking about the points," the American said. "I started riding bad and making mistakes. I managed to shake myself out of it again in the last few laps when Nicoll passed me. I knew I only had to follow him home."

Nicoll had been down in turn three again. "Vohland came across Herring, and Rob fell and I couldn't miss him," said Nicoll.

Herring saw it differently. "Tallon had pushed me out the turn before," Herring said, "but I think Kurt's tires simply found no grip when he braked for the third corner."

In any case, Nicoll finished the second moto in fifth place, with Vohland meeting the flag seventh.

The top two in the series didn't need to ride in the second moto, and Bervoets probably wished that he hadn't after a first-lap fall left him to charge all moto only to finish 14th.

Everts moved up the leaderboard to third place but could get no further. "I would have liked to go out with a win," Everts said, "but Beirer and Bartolini were going the same pace and I just couldn't catch up what I lost in the first few laps."

Demaria crashed out. CN

**French GP**
**Château du Loir, France**
**Results: September 3, 1995**

**MOTO 1:** 1. Bob Moore (Yam); 2. Tallon Vohland (Kaw); 3. Pedro Tragter (Suz); 4. Andrea Bartolini (Yam); 5. Peter Iven (Kaw); 6. Kurt Nicoll (Hon); 7. Thierry Bethys (Hon); 8. Jaimy Scevenels (Hon); 9. Rob Herring (Hon); 10. Paul Cooper (Hon); 11. Remy Van Rees (Kaw); 12. Joakim Karlsson (Hon); 13. Peter Beirer (Hon); 14. Miska Aaltonen (Hon); 15. Stefan Everts (Kaw).

**MOTO 2:** 1. Peter Beirer (Hon); 2. Andrea Bartolini (Yam); 3. Stefan Everts (Kaw); 4. Peter Iven (Kaw); 5. Kurt Nicoll (Hon); 6. Remy Van Rees (Kaw); 7. Tallon Vohland (Kaw); 8. Pedro Tragter (Suz); 9. Joakim Karlsson (Hon); 10. Rob Herring (Hon); 11. Miska Aaltonen (Hon); 12. Thierry Bethys (Hon); 13. Leon Giesbers (Suz); 14. Marnicq Bervoets (Suz); 15. Joshua Coppins (Suz).

**O/A:** 1. Andrea Bartolini (Yam); 2. Tallon Vohland (Kaw); 3. Peter Iven (Kaw); 4. Peter Beirer (Hon); 5. Pedro Tragter (Suz); 6. Kurt Nicoll (Hon); 7. Bob Moore (Yam); 8. Stefan Everts (Kaw); 9. Remy Van Rees (Kaw); 10. Thierry Bethys (Hon).

**WORLD CHAMPIONSHIP 250cc MX SERIES FINAL POINTS STANDINGS:** 1. Stefan Everts (423/5 wins); 2. Marnicq Bervoets (380/4); 3. Tallon Vohland (338/1); 4. Kurt Nicoll (332/1); 5. Peter Beirer (283); 6. Pedro Tragter (256); 7. Andrea Bartolini (251/3); 8. Bob Moore (291); 9. Werner Dewit (179); 10. Peter Iven (164); 11. Joakim Karlsson (141); 12. Yves Demaria (118/1); 13. Paul Cooper (110); 14. Frederic Bolley (103); 15. Jaimy Scevenels (87); 16. Miska Aaltonen (86); 17. Leon Giesbers (75); 18. Danny Theybers (62); 19. Remy Van Rees (58); 20. Rob Herring (58).

# Briefly...

Manager Dave Grant quashed rumors circulating at the event that **Stefan Everts** had already signed to ride for Honda next year. "He hasn't signed for anyone yet. The only thing which is certain is that he will not go to America. I will admit that I have been approached with proposals from teams claiming that they will have factory Hondas for '96." There will be only two factory Hondas and the competition to get them is between the Italian Becchis and Maddii teams, and the English RWJ team.

**Jan De Groot** of the De Groot Kawasaki team is also optimistic of retaining the services of Everts.

Speaking of the De Groot team, **Tallon Vohland** has already signed for another year with Kawasaki squad, and Sylvain Geboers confirmed that he will again field **Marnicq Bervoets** and **Werner Dewit** on 250s, while the second berth to **Yves Demaria** at Rinaldi Yamaha will be either **Alessio Chiodi** or **Andrea Bartolini**.

**Kurt Nicoll** is still hoping to remain on Honda, but could go back to KTM if Everts goes Red.

**Peter Beirer** confirmed that he has agreed to terms to stay with Pamo Honda, and **Frederic Bolley** could be the second rider on the team.

**Frederic Bolley** was a non-starter in his home GP because an early season ankle injury had been aggravated in a German GP collision with **Peter Iven**.

**Yves Demaria** rode the '96 factory Yamaha which had first been used by **Andrea Bartolini** in Germany. The reed-valve injection is on the crankcase rather than the cylinder and the carburetor is best-described as "banana-shaped."

**Bob Moore** has now signed with the Magic Bike team for the 125cc GPs. Machinery is still open but he will get a factory Yamaha - provided the rest of the team, probably headed by **Jimmy Button**, can also get support on the same marque.

Four special 125cc Yamahas will be produced, one going to Moore, with the other three going to **Claudio Federici**, **Paul Malin** and possibly **Sebastien Tortelli**. The 17-year-old Frenchman could also stay with Kawasaki France.

**Suzuki** will once again not participate officially in the 125 series.

# The late show

By Mark Hoyer

Welcome to the late show, folks, where things are a little more cutting edge and bigger risks are often taken. But risks are what you have to take to stay ahead - especially when you're talking about sportbikes.

Yes, when the Red Giant changes things, it's usually for the better. So we couldn't help but be a bit excited when Honda's press kit first arrived earlier this year missing a pair of very important models. The absence of the CBR900RR and ST1100 meant change, and for knee draggers and sport tourers everywhere this seemed to be good news. We did perhaps get a little overanxious at the absence of the ST1100, as revisions there were somewhat less dramatic (and limited mostly to the more expensive ABS II model) than with the substantially revised 900.

So here you have it, folks, a pair of late releases from Honda.

The CBR900 made quite a splash when in was introduced in 1993 with its combination of open-class power, light weight and outstanding chassis that made for back-road bliss everywhere.

More horsepower is always welcome, and with that in mind the the liquid-cooled, in-line four-cylinder powerplant has been revised in a number of ways. The biggest news is that displacement has been increased from 893cc to 918cc by enlarging the bore 1mm to 71mm. The stroke remains unchanged at 58mm. To better deal with the internal stress levels created by the larger cylinder volume, at the very core of the powerplant is a newly designed, more ridgid crankshaft with larger-diameter big-end bearings.

Feeding the larger bores are the same 38mm, CV-type carburetors, but with revised jetting, no doubt to deal with the increase in displacement. And lighting it all off is a new "high-accuracy" map-type programmed ignition.

Spent gasses now exit through a stainless exhaust system with a larger-volume six-liter muffler canister that is both longer and wider than the one it replaces, and the net result of these updates is a claimed three percent increase in power.

Rounding out the powertrain alterations are a completely redesigned gearbox and a smaller, gold-colored chain.

As good as the orginal chassis was, Honda started with a clean sheet when coming up with the 1996 version, and rigidity was the overriding theme. While rake and trail are unchanged at 24°/90mm, the overall stiffness of the twin-spar aluminum unit is said to have been increased.

The bridged swingarm is also all-new with modified spar thickness and larger-diameter box-section cross-brace to minimize flex. A different linkage ratio and new remote-reservoir shock work together to increase rear-suspension travel to 4.9 inches, and the damping unit and spring preload are fully adjustable.

At the front, the fork been revised internally for improved damping characteristics and tracking response. The compression and rebound adjustable cartridge-type unit offers 4.7 inches of travel on preload-adjustable springs.

Cosmetically, most of the fairing pieces have been altered slightly (no little holes in the lower cowl anymore) and, capitalizing on their success (okay, outright dominance) in AMA Superbike and 600 Supersport, Honda will offer the CBR900 with a Smokin' Joe's color scheme somewhat reminiscent of the 600F3's yellow and blue livery. Two other color options are offered, one a Erion Racing-style black and red affair with a dash of white thrown in (pictured), the other a very nice-looking solid red in the same color family as Honda's handsome VFR750.

Some of the other detail changes include lighter turn signals and a new front fender designed to reduce drag and high-speed lift.

Big news in the ergonomic department. While last year's riding position was great for Sunday morning bombing runs, it left a little to be desired in terms of all-around comfort. To address this, the handlebars have been both raised 10mm and rotated toward the rider by five degress, and the top surface of the fuel tank has been lowered as well as having had the curve down to the seat made more gradual. In addition, the knee cutouts have been made deeper. Fuel capacity remains 4.8 gallons despite the alterations.

The CBR900RR is expected to be available in January of 1996.

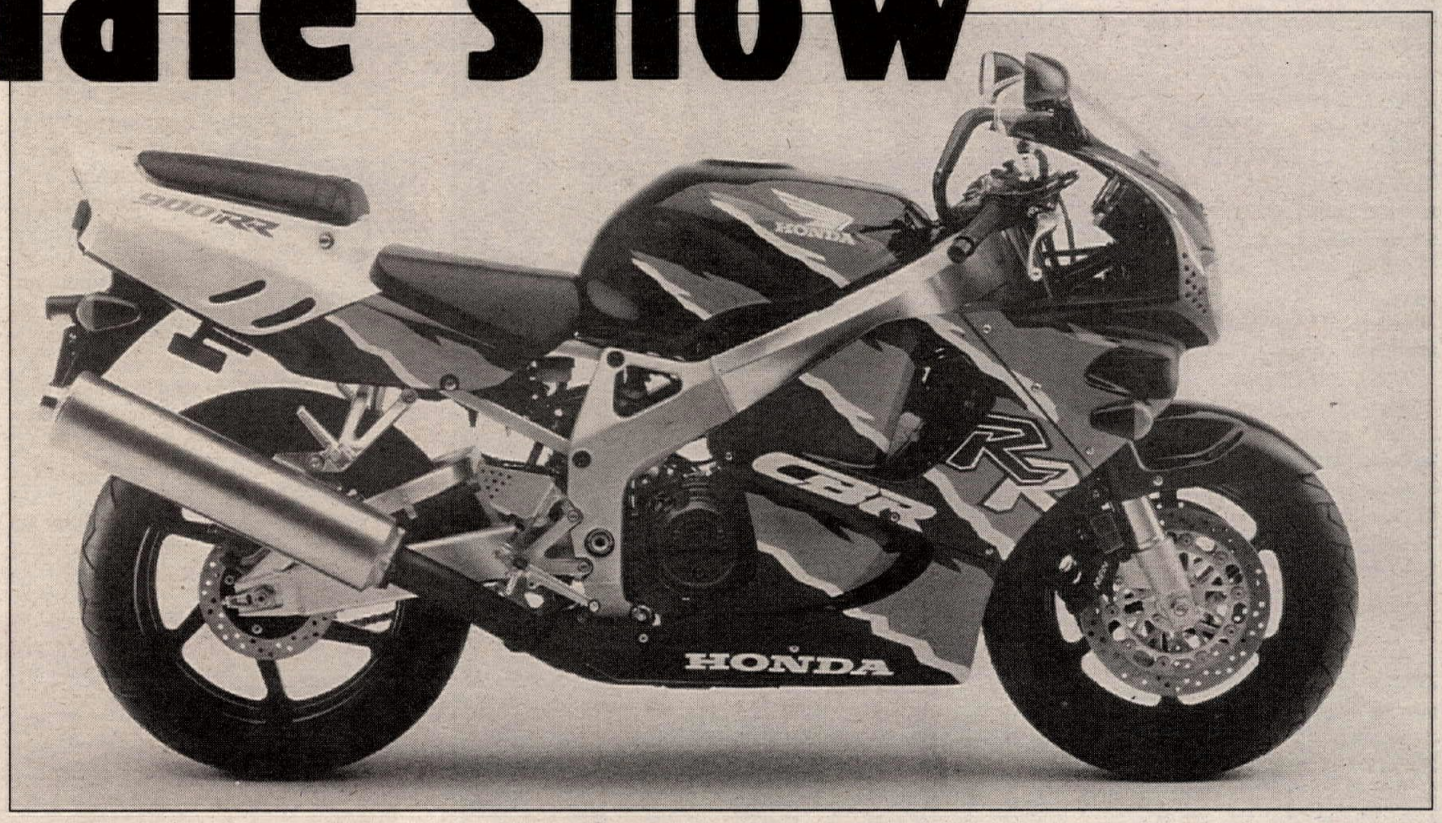
Honda chose a less drastic route with their popular ST1100 ABS II model.

The foremost change comes in the addition of Honda's Linked Braking System (as used on the CBR1000). Coupled with Honda's Traction Control system and an updated ABS package (smoother operation), and you have a formidable saftey margin no matter the road conditions. Brake discs at the front have been decreased in size to 296mm and are squeezed by newly designed, more compact three-piston calipers that are lighter, both working to reduce unsprung weight.

To cope with the potentially higher braking forces, the fork diameter has been increased 2mm to 43mm.

The only change that the base ST1100 shares with its more complicated sibling is to the electrical system and comes in the form of a higher-output AC generator that permits the use of more electrical accesories.

The ST1100 models will be introduced through Honda dealers in December. CN




## CBR900RR

### Specifications

| | |
|---|---|
| List Price | N/A |
| Displacement | 918cc |
| Engine type | Liquid-cooled, four-stroke, DOHC, in-line four-cylinder |
| Bore x stroke | 71 x 58mm |
| Compression ratio | 11.0:1 |
| Carburetion | (4) 38mm flat-slide CV |
| Ignition | Computer-controlled digital transistorized - electronic advance |
| Transmission speeds | 6 |
| Starting system | Electric |
| Fuel capacity | 4.8 gal. |
| Wheelbase | 55.3 in. |
| Rake/trail | 24°/90mm |
| Seat height | 31.9 in. |
| Front tire | 130/70 ZR16 |
| Rear tire | 180/55 ZR17 |
| **Suspension** | |
| Front | 45mm stepless preload, compression and rebound adjustable cartridge-type fork - 4.7 inches travel |
| Rear | Pro-Link with 7-step preload, stepless rebound and compression adjustable - 4.9 inches travel |
| Front brakes | Twin 296mm discs, four piston calipers |
| Rear brakes | 220mm disc, single piston caliper |
| Final drive | Chain |
| Claimed dry weight | 407.9 lbs. |

## ST1100 (ABS II model in brackets where different)

### Specifications

| | |
|---|---|
| List Price | N/A |
| Displacement | 1084cc |
| Engine type | Liquid-cooled, four-stroke, DOHC, V-4 |
| Bore x stroke | 73 x 64.8mm |
| Compression ratio | 10.0:1 |
| Carburetion | (4) 34.5mm CV |
| Ignition | Computer-controlled digital transistorized - electronic advance (and Traction Control System) |
| Transmission speeds | 5 |
| Starting system | Electric |
| Fuel capacity | 7.4 gal. |
| Wheelbase | 61.2 in. |
| Rake/trail | N/A |
| Seat height | 31.5 in. |
| Front tire | 120/70 R18 |
| Rear tire | 160/70 17 |
| **Suspension** | |
| Front | 41mm (43mm) air-assisted with TRAC - 5.9 inches travel |
| Rear | Single-side conventional damper, adjustable preload and rebound - 4.7 inches travel |
| Front brakes | Twin 316mm discs, dual-piston calipers (296mm discs, linked three-piston calipers w/ ABS) |
| Rear brakes | 316mm disc, dual-piston caliper (296mm disc, linked three piston caliper w/ ABS) |
| Final drive | Shaft |
| Claimed dry weight | 634.9 lbs. (659.2 lbs.) |

# Road Race

**AMA SUPERBIKE NATIONAL C'SHIP**
**(After 9 of 10 rounds)**

1. Miguel DuHamel (Hon), Canada (261/5 wins)
2. Mike Hale (Hon), Carrollton, TX (234/1 win)
3. Fred Merkel (Suz), Stockton, CA (228)
4. Tom Kipp (Yam), Mentor, OH (223)
5. Dale Quarterley (Duc), Westfield, MA (187)
6. Mike Smith (Duc), Canton, GA (177)
7. Pascal Picotte (Kaw), Canada (173)
8. Freddie Spencer (Duc), Shreveport, LA (168/1 win)
9. Steve Crevier (Kaw), Canada (166)
10. Thomas Stevens (Suz), Sanibel Island, FL (158)

**AMA 600cc SUPERSPORT SERIES**
**(After 9 of 11 rounds)**

1. Miguel DuHamel (Hon), Canada (342/8 wins)
2. Mike Hale (Hon), Carrollton, TX (256/2 wins)
3. Jamie Bowman (Hon), Tequesta, FL (248)
4. Thomas Wilson (Kaw), Oregon, OH (243)
5. Michael Barnes (Kaw), Boca Raton, FL (236)
6. Hikaru Miyagi (Hon), Japan (229)
7. Steve Crevier (Kaw), Canada (215)
8. Pascal Picotte (Kaw), Canada (210)
9. Larry Pegram (Hon), Baltimore, OH (190)
10. Owen Weichel (Kaw), Canada (150)

**AMA 750cc SUPERSPORT SERIES**
**(After 9 of 10 rounds)**

1. Tom Kipp (Yam), Mentor, OH (278/2 wins)
2. Fred Merkel (Suz), Stockton, CA (270/7 wins)
3. Thomas Wilson (Kaw), Oregon, OH (245)
4. James Randolph (Kaw), Santa Rosa, CA (209)
5. Mark McDaniel (Suz), Birmingham, AL (177)
6. Hikaru Miyagi (Hon), Japan (166)
7. Fritz Kling (Yam), Lansing, MI (148)
8. Aaron Yates (Suz), Milledgeville, GA (147)
9. Donald Jacks (Suz), St. Cloud, FL (141)
10. Dale Keiffer (Hon), Las Vegas, NV (134)

**AMA 250cc GRAND PRIX SERIES**
**(After 9 of 10 rounds)**

1. Rich Oliver (Yam), Fresno, CA (292/7 wins)
2. Nick Ienatsch (Yam), Los Angeles, CA (258)
3. Chuck Sorenson (Yam), Livermore, CA (254)
4. Mike Sullivan (Yam), Centralia, WA (215)
5. Randy Renfrow (Hon), Fredericksburg, VA (205)
6. Greg Esser (Yam), Pompano, FL (195)
7. Bobby Keith (Yam), Redwood City, CA (175)
8. Jason Paden (Yam), Salida, CA (165)
9. Jeff Vos (Apr), Holland, MI (161)
10. Mark Foster (Yam), San Juan Capistrano, CA (139)

MATT WAIT

**AMA H-D SUPERTWINS SERIES**
**(After 10 of 11 rounds)**

1. Scott Zampach (H-D), Milwaukee, WI (277/3 wins)
2. Shawn Higbee (H-D), Marina Del Rey, CA (253/4 wins)
3. Matt Wait (H-D), Modesto, CA (252/1 win)
4. Eric Bostrom (H-D), Redondo Beach, CA (234)
5. Billy Graef (H-D), Sheboygan, WI (233)
6. Matthew Guidera (H-D), Citrus Heights, CA (218)
7. Andy Fenwick (H-D), Neenah, WI (199)
8. Ben Bostrom (H-D), Redondo Beach, CA (192)
9. Brian Gibbs (H-D), Stockbridge, GA (179)
10. Mario DuHamel (H-D), Canada (173)

**AMA 125cc GRAND PRIX SERIES**
**(After 8 of 9 rounds)**

1. Rodney Fee (Hon), Los Angeles, CA (243/1 win)
2. Randy Renfrow (Hon), Fredericksburg, VA (225/1 win)
3. Billy Graef (Yam), Sheboygan, WI (199)
4. Masahiro Iizuka (Hon), Japan (192/3 wins)
5. Mike Mondo (Hon), Pleasant Hill, CA (158)
6. Todd Bowman (Hon), Canada (154)
7. Kevin Murray (Hon), Vista, CA (143)
8. David Pare, (Hon), Elk Grove, CA (140)
9. Nancy Delgado (Hon), Atlanta, GA (106)
10. Roland Sands (Hon), Long Beach, CA (104)

**500cc WORLD CHAMPIONSHIP**
**(After 10 of 13 rounds)**

1. Michael Doohan (Hon), Australia (190/6 wins)
2. Daryl Beattie (Suz), Australia (171/2 wins)
3. Luca Cadalora (Yam), Italy (135/1 win)
4. Alex Criville (Hon), Spain (118)
5. Alberto Puig (Hon), Spain (99)
6. Shinichi Itoh (Hon), Japan (94)
7. Alex Barros (Hon), Brazil (78)
8. Loris Capirossi (Hon), Italy (74)
9. Norifumi Abe (Yam), Japan (55)
10. Loris Reggiani (Apr), Italy (50)

**250cc WORLD CHAMPIONSHIP**
**(After 10 of 13 rounds)**

1. Max Biaggi (Apr), Italy (213/6 wins)
2. Tetsuya Harada (Yam), Japan (169/1 win)
3. Ralf Waldmann (Hon), Germany (164/3 wins)
4. Tadayuki Okada (Hon), Japan (102)
5. Jean-Philippe Ruggia (Hon), France (91)
6. Nobuatsu Aoki (Hon), Japan (87)
7. Kenny Roberts Jr. (Yam), Modesto, CA (68)
8. Luis d'Antin (Hon), Spain (65)
9. Carles Checa (Hon), Spain (45)
10. Jurgen van der Goorbergh (Hon), Netherlands (41)

**125cc WORLD CHAMPIONSHIP**
**(After 10 of 13 rounds)**

1. Haruchika Aoki (Hon), Japan (181/6 wins)
2. Kazuto Sakata (Apr), Japan (127/2 wins)
3. Stefano Perugini (Apr), Italy (112)
4. Dirk Raudies (Hon), Germany (89.5/1 win)
5. Akira Saito (Hon), Japan (95)
6. Emilio Alzamora (Apr), Italy (78)
7. Hideyuki Nakajoh (Hon), Japan (74)
8. Tomomi Manako (Hon), Japan (72)
9. Peter Oettl (Apr), Germany (67)
10. Masaki Tokudome (Hon), Japan (52.5)

**WORLD SUPERBIKE CHAMPIONSHIP**
**(After 10 of 12 rounds)**

1. Carl Fogarty (Duc), England (420/12 wins)
2. Troy Corser (Duc), Australia (258/3 wins)
3. Aaron Slight (Hon), New Zealand (249/1 win)
4. Yasutomo Nagai (Yam), Japan (188)
5. Anthony Gobert (Kaw), Australia (171/1 win)
6. Fabrizio Pirovano (Hon), Italy (153)
7. Simon Crafar (Hon), New Zealand (149)
8. Mauro Lucchiari (Duc), Italy (142/2 wins)
9. Colin Edwards II (Yam), Conroe, Texas (141)
10. Pier-Francesco Chili (Duc), Italy (128)

# Motocross

**AMA U.S. SUPERCROSS SERIES**
**(After 15 of 15 rounds)**

1. Jeremy McGrath (Hon), Murrieta, CA (320/10 wins)
2. Larry Ward (Yam), Florence, SC (270)
3. Jeff Emig (Yam), Riverside, CA (251/1 win)
4. Mike Kiedrowski (Kaw), Canyon Country, CA (240)
5. Doug Henry (Hon), Oxford, CT (211)
6. Mike LaRocco (Kaw), South Bend, IN (208/2 wins)
7. John Dowd (Yam), Fullerton, CA (188)
8. Brian Swink (Hon), Linden, MI (166)
9. Steve Lamson (Hon), Pollock Pines, CA (138)
10. Mike Craig (Hon), Lakeside, CA (133)

**AMA EASTERN REGIONAL 125cc SX SERIES**
**(After 10 of 10 rounds)**

1. Mickael Pichon (Kaw), New Iberia, LA (213/4 wins)
2. Mike Brown (Hon), Gray, TN (149/2 wins)
3. Davey Yezek (Suz), Mt. Pleasant, PA (147)
4. Tim Ferry (Kaw), Palm Harbor, FL (129/2 wins)
5. Kevin Windham (Yam), Baton Rouge, LA (120)
6. Barry Carsten (Suz), Rayville, NJ (101)
7. James Dobb (Hon), Dayton, OH (96)
8. Jim Neese (Hon), Whitsett, SC (87)
9. Mike Treadwell (Suz), Rumford, ME (76)
10. Nathan Ramsey (Suz), Hixson, TN (69)

**AMA WESTERN REGIONAL 125cc SX SERIES**
**(After 8 of 8 rounds)**

1. Damon Huffman (Suz), Acton, CA (194/6 wins)
2. Ryan Hughes (Kaw), Escondido, CA (167/1 win)
3. David Pingree (Kaw), Menifee, CA (135)
4. Craig Decker (Suz), Palm Desert, CA (126)
5. Chad Pederson (Hon), Ft. Dodge, IA (115)
6. Greg Schnell (Suz), Cucamonga, CA (66)
7. Cory Keeney (Yam), St. Paul, MN (64)
8. Scott Sheak (Suz), Corona, CA (63)
9. Pedro Gonzalez (Yam), Corona, CA (57)
10. Brian Deegan (Hon), Bellevue, NE (54)

LARRY WARD

**AMA NATIONAL CHAMPIONSHIP 250cc MX SERIES**
**(After 11 of 12 rounds)**

1. Jeremy McGrath (Hon), Murrieta, CA (526/7 wins)
2. Jeff Emig (Yam), Riverside, CA (466/1 win)
3. Mike Kiedrowski (Kaw), Canyon Cntry, CA (389/2 wins)
4. John Dowd (Yam), Chicopee, MA (363)
5. Kyle Lewis (Yam), Rosamond, CA (302)
6. Larry Ward (Yam), Florence, SC (285)
7. Mike LaRocco (Kaw), South Bend, IN (256/1 win)
8. Phil Lawrence (Kaw), Menifee, CA (242)
9. James Dobb (Hon), Dayton, OH (236)
10. Greg Albertyn (Suz), Corona, CA (222)

**AMA NATIONAL CHAMPIONSHIP 125cc MX SERIES**
**(After 11 of 12 rounds)**

1. Steve Lamson (Hon), Pollock Pines, CA (467/6 wins)
2. Ryan Hughes (Kaw), Escondido, CA (462/2 wins)
3. Damon Huffman (Suz), Acton, CA (435)
4. Mike Brown (Hon), Gray, TN (421/1 win)
5. Mickael Pichon (Kaw), Shelby, NC (349)
6. Robbie Reynard (Kaw), Moore, OK (328/2 win)
7. Tim Ferry (Suz), Palm Harbor, FL (254/1 win)
8. Chad Pederson (Hon), Ft. Dodge, IA (244)
9. Scott Sheak (Suz), Germantown, NY (210)
10. Denny Stephenson (Suz), Omaha, NE (207)

**WORLD CHAMPIONSHIP 125cc MX SERIES**
**(After 12 of 12 rounds)**

1. Alessandro Puzar (Hon), Italy (340/4 wins)
2. Alessio Chiodi (Yam), Italy (337/4 wins)
3. Sebastien Tortelli (Kaw), France (266/1 win)
4. Jimmy Button (Hon), Corning, NY (201)
5. Mikael Maschio (Yam), Italy (186/1 win)
6. Claudio Federici (Yam), Italy (171/1 win)
7. Michele Fanton (Kaw), Italy (169)
8. Dave Strijbos (Suz), Holland (167)
9. Frederic Vialle (Kaw), France (166)
10. Massimo Bartolini (TM), Italy (157)

**WORLD CHAMPIONSHIP 250cc MX SERIES**
**(After 13 of 15 rounds)**

1. Stefan Everts (Suz), Belgium (370/4 wins)
2. Marnicq Bervoets (Suz), Belgium (352/4 wins)
3. Kurt Nicoll (Hon), Great Britain (234/1 win)
4. Tallon Vohland (Kaw), San Jose, CA (286/1 win)
5. Peter Beirer (Hon), Germany (243)
6. Pedro Tragter (Suz), Holland (210)
7. Bob Moore (Yam), Canyon Country, CA (210)
8. Andrea Bartolini (Yam), Italy (195/2 wins)
9. Werner DeWit (Suz), Belgium (179)
10. Peter Iven (Kaw), Belgium (131)

**WORLD CHAMPIONSHIP 500cc MX SERIES**
**(After 12 of 12 rounds)**

1. Joel Smets (Hbg), Belgium (344/5 wins)
2. Trampas Parker (KTM), Shreveport, LA (302/2 wins)
3. Darryll King (Kaw), New Zealand (261)
4. Peter Johansson (Hus), Sweden (236)
5. Jacky Martens (Hus), Belgium (194/2 win)
6. Gert Jan Van Doorn (Ver), Holland (161)
7. Gerald Delepine (Hon), Belgium (150/2 wins)
8. Shayne King (KTM), New Zealand (134)
9. Johan Boonen (Hus), Belgium (129/1 win)
10. Peter Dirkx (Hon), Belgium (100)

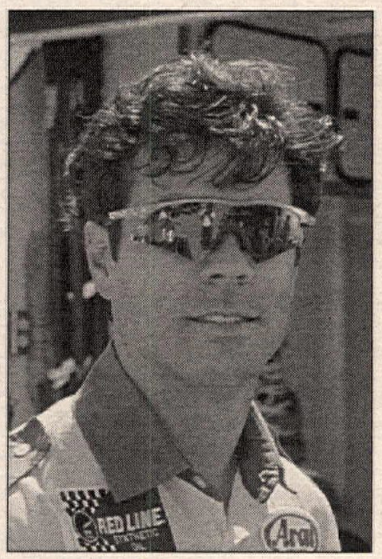
# Dirt Track

**AMA GRAND NATIONAL CHAMPIONSHIP SERIES**
**(After 17 of 23 rounds)**

1. Scott Parker (H-D), Swartz Creek, MI (211/6 wins)
2. Rich King (Hon), Waterloo, IA (166/1 win)
3. Will Davis (Hon), Goldsboro, NC (148/1 win)
4. Chris Carr (H-D), Valley Springs, CA (139/2 wins)
5. Kevin Atherton (H-D), White Pigeon, MI (135/1 win)
6. Steve Morehead (H-D), Findlay, OH (128/1 win)
7. Jay Springsteen (H-D), Lapeer, MI (118/1 win)
8. Ronnie Jones (Hon), Oklahoma City, OK (94)
9. Kevin Varnes (Hon), Pottstown, PA (89/1 win)
10. Mike Hacker (H-D), Prince George, VA (77)

**AMA HARLEY-DAVIDSON 883 NATIONAL DIRT TRACK SERIES**
**(After 11 of 16 rounds)**

1. Jay Springsteen, Lapeer, MI (171/7 wins)
2. Mike Hacker, Prince George, VA (158/1 win)
3. Georgie Price IV, Sicklerville, NJ (107)
4. Jason Fletcher, Warren, CT (93)
5. James Hart, Centralia, IL (90/1 win)
6. Lance Jones, Ohatchee, AL (68/1win)
7. Doug Beattie, Canada (63)
8. Nate Wait, Lodi, CA (60/1win)
9. Keith Jacobsen, Montgomery, NY (47)
10. Matt Wait, Lodi, CA (45/1 win)



RONNIE JONES

# Speedway

**WORLD C'SHIP INDIVIDUAL SPEEDWAY SERIES**
**(After 4 of 6 rounds)**

1. Hans Nielsen, Denmark (69)
2. Tony Rickardsson, Sweden (63)
3. Chris Louis, Great Britain (55)
4. Billy Hamill, Monrovia, CA (52/1 win)
5. Henka Gustafsson, Sweden (51)
6. Mark Loram, Great Britain (49)
7. Tomasz Gollob, Poland (38/1 win)
8. Sam Ermolenko, Cypress, CA (47)
   Greg Hancock, Costa Mesa, CA (47)
10. Tommy Knudsen, Denmark (44/2 wins)

# Off-Road

**WORLD C'SHIP OBSERVED TRIALS SERIES**
**(After 10 of 10 rounds)**

1. Jordi Tarres (G-G), Spain (179/5 wins)
2. Marc Colomer (Mon), Spain (171/4 wins)
3. Tommi Ahvala (Fan), Finland (130/1 win)
4. Doug Lampkin (Bet), Great Britain (118)
5. Joan Pons (G-G), Spain (114)
6. Donato Miglio (G-G), Italy (94)
7. Bruno Camozzi (Bet), France (81)
8. Steve Colley (G-G), Great Britain (73)
9. Amos Bilbao (Bet), Spain (63)
10. Kenichi Kuroyama (Bet), Japan (53)

**NATIONAL TRIALS SERIES**
**(After 9 of 11 rounds)**

1. Ryan Young (G-G), Lexington, KY (245/4 wins)
2. Geoff Aaron (Bet), Redding, CT (226/4 wins)
3. Olivier Clamagirand (G-G), Brea, CA (156)
4. Jess Kempkes (G-G), Lincoln, NE (155/1 win)
5. Raymond Peters (Fan), Moreland, NY (136)
6. Matt Moore (G-G), Sapulpa, OK (111)
7. Lonny Hallsted (Bet), Clackamus, OR (96)
8. Andy Saum (G-G), Phoenix, AZ (92)
9. Chuck Sutton (Bet), NM (73)
10. John Clark (Mon), Huntsville, AL (64)

**AMA NATIONAL CHAMPIONSHIP ENDURO SERIES**
**(After 6 of 9 rounds)**

1. Ty Davis (Kaw), Hesperia, CA (163/4 wins)
2. Randy Hawkins (Suz), Travelers Rest, SC (132)
3. Steve Hatch (Suz), Ithaca, NY (126)
4. Kelby Pepper (Kaw), Center, CO (107/1 win)
5. Mike Lafferty (Kaw), Millville, NJ (86)
6. Danny Hamel (Kaw), Boulder City, NV (60)
7. James Gray (KTM), Gunnison, CO (50)
8. Mat Stavish (KTM), Blaine, MN (46)
9. Kevin Bennett (Hon), Milleville, NJ (37)
10. George Waller (Kaw), Pleasant Grove, AL (34)

**AMA NATIONAL C'SHIP HARE & HOUND SERIES**
**(After 4 of 6 rounds)**

1. Danny Hamel (Kaw), Boulder City, NV (120/4 wins)*
2. Greg Zitterkopf (KTM), Chino, CA (71)
3. Ty Davis (Kaw), Hesperia, CA (50)
   Dan Richardson (Hon), Huntington Beach, CA (50)
5. Drey Dircks (Hon), Tehechapi, CA (48)
6. Abe Baumann (Kaw), Garden Grove, CA (45)
7. Jeff Capt (Hon), Glendora, CA (43)
8. James Gray (KTM), Gunnison, CA (42)
9. Ted Hunnicutt (Kaw), Newbury Park, CA (41)
   John Campbell (Hon), San Juan Capistrano, CA (41)

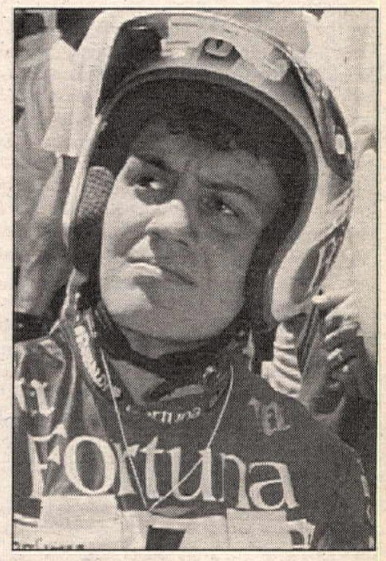
*Clinched championship

**AMA NATIONAL C'SHIP HARE SCRAMBLES SERIES**
**(After 6 of 9 rounds)**

1. Scott Summers (Hon), Petersburg, KY (140/1 win)
2. Rodney Smith (Suz), Oakley, CA (135/1 win)
3. Scott Plessinger (KTM), Hamilton, OH (113/2 wins)
4. Jason Dahners (KTM), Redmond, WA (71)
5. Eric Mashbir (Hon), Oakland, CA (67)
6. Steve Hatch (Suz), Ithaca, NY (66/1 win)
7. Steve Leivan (Yam), Eldon, MO (58)
8. Leigh Latellier, Kansas City, KS (47)
9. Duane Conner (Yam), Washington, PA (34)
10. Ty Davis (Kaw), Hesperia, CA (30/1 win)

**AMA GRAND NATIONAL CROSS COUNTRY SERIES**
**(After 7 of 12 rounds)**

1. Fred Andrews (Yam), Salem, OH (111/1 win)
2. Guy Cooper (Suz), Stillwater, OK (102)
3. Tommy Norton (Yam), Norfolk, MA (97)
4. Scott Summers (Hon), Petersburg, KY (96/3 wins)
5. Scott Plessinger (KTM), Hamilton, OH (94/2 wins)
6. Steve Hatch (Suz), Ithaca, NY (90)
7. Duane Conner (Yam), Washington, PA (78)
8. Tim Shephard (Yam), Hamilton, OH (72)
9. Terry Cunningham (Yam), Athens, OH (53)
10. Brian Keegan (Yam) (52)



MARC COLOMER

Billy Lavorcie (303) held off Craig Hofmiester (30) to win the 125cc Novice class at Starwest Supercross Park.

## Wickham winds up at Starwest Motocross

**By David A. Procida**

MORENO VALLEY, CA, AUG. 26
Richard Wickham backed up a first-moto second-place finish with one more moto win to capture yet another overall victory in the 125cc Beginner class in this, the final round of the Starwest-sponsored Shoei Helmet/Oakley Goggle Series at Starwest Supercross Park.

Wickham got the jump on his competition and led the pack into the double horseshoe. Hot on Wickham's heels and looking for a way around were Kawasaki rider Brian Meirowski with Dustin Jameson and Caleb Hawkins heading the large pack of 125cc Beginner riders.

Meirowsky made a bid for the lead as the pair rounded the corner preceding the big tabletop on the back straightway, pulling alongside of Wickham and drag-racing with him up the face of the jump.

Meirowski had a little more momentum which carried him about 10 feet farther than Wickham, but he landed hard on the flat ground and bounced violently back up in the air. Meirowsky didn't go down but lost all forward motion, as well as several positions. Wickham powered back by and retook the lead. In the late laps, Wickham stuffed his front wheel deep in a rut and stalled, allowing Jameson to pass him for the lead. For the remaining two laps Wickham ran second while Jameson remained out front and well out of reach as he took the checkered flag.

Wickham was primed and ready for the fall of the gate, but so was Jameson as the two got off the line together. The two rode side by side through the first horseshoe, but, with Jameson on the outside, Wickham motored ahead. Lappers began to play a role in the second moto as Wickham had to work to get around a slower rider. Jameson followed Wickham's lead, but without being slowed down he was able to close the gap between them. Wickham picked up the pace while trying to guard his lead. Wickham was never headed, and he stopped to salute the crowd after crossing the checkered flag while a dejected Jameson was denied the overall victory. Meirowsky's 4-3 earned him third overall, edging out Hawkins 3-4 finishes.

However, the big winner in the 125cc Beginner class was Justin Gutierrez. The Yamaha rider took home the Series grand prize, a brand-new Shoei Helmet. When the individual races were tallied up, Gutierrez had edged out Wickham by one point.

### Results

**Pee Wee Track**
STK A: 1. Justin Workman (Yam).
STK B: 1. Bryce Terzian (KTM); 2. Sean Borkenhagen (KTM); 3. Sean Coleman (KTM); 4. Terrence Schoelen (Yam); 5. Jason Griffin (KTM).
BEG STK (4-6): 1. David Hough (LEM); 2. Cody Longnecker (KTM); 3. Phillip Aube (KTM); 4. Gabriel Amparan (KTM); 5. Kalin Goodsite (KTM).
BEG STK (7-8): 1. Mikal Overman (KTM); 2. Corey Hartman (KTM).
MOD BEG (4-6): 1. Cody Longnecker (KTM).
MOD B: 1. Sean Borkenhagen (KTM); 2. Brandon Million (KTM); 3. Chad Gores (KTM); 4. Terrence Schoelen (Yam).
STRTR (4-6): 1. Anthony Young (Yam); 2. Thomas Haddad (Yam); 3. Joshua Manferme (Yam); 4. Anthony Sanabria (Yam); 5. Bobby Hesse (Yam).
STRTR (7-8): 1. David Burns (Yam); 2. Lisa Saul (Yam).
**Supercross Track**
50 STK (4-6): 1. Noah Hernandez (Yam); 2. Chad Gores (KTM); 3. Mike Meade (KTM); 4. B.J. Bohier (KTM).
50 STK (7-8): 1. Justin Workman (Yam); 2. Sean Borkenhagen (KTM); 3. Sean Coleman (KTM); 4. Cody Johnson (KTM); 5. Kameron Scott (KTM).
50 (7-8) MOD: 1. Jeff Loop (Yam).
60 (6-8): 1. Jeff Loop (Kaw); 2. Ryan Brown (Kaw); 3. Noah Hernandez (Kaw); 4. Clinton Lackey (Kaw).
60 (9-11): 1. Matt Schambach (Kaw).
80 BEG (12-16): 1. Andony Serna (Yam); 2. Wesley Clark (Hon); 3. Sean O'Conner (Yam); 4. Kane Jameson (Yam); 5. Clyde Winschell (Yam).
80 (0-11): 1. Daniel Taft (Kaw); 2. Jacob Stavana (Suz).
80 (14-16): 1. Danny Carlson (Hon).
WMN: 1. Shannon O'Connor (Hon).
125 BEG: 1. Richard Wickham (Suz); 2. Dustin Jameson (Yam); 3. Brian Meirowsky (Kaw); 4. Caleb Hawkins (Suz); 5. Justin Gutierrez (Yam).
125 NOV: 1. Billy Lavorcie (Hon); 2. Neil Alonzo (Kaw); 3. Jose Polasek (Hon); 4. Josh Cavaugh (Hon).
250 BEG: 1. Rick Chak (Hon); 2. David Glynn (Hon); 3. Mark Hand (Hon).
250 NOV: 1. Christopher Nelson (Hon).
500 BEG: 1. Tom Bell (Kaw).
250 PRO: 1. Craig Hofmeister (Hon).
25+ BEG: 1. Vinnie Avalos (Hon).
25+ NOV: 1. John Turner (Suz); 2. John Pack (Yam).
30+ BEG: 1. Mike Goldsby (Suz); 2. Ron Brown (Kaw); 3. Thomas Hewlett (Hon); 4. John Pindard (Hon).
30+ NOV: 1. Mike Carr (Yam).
40+ NOV: 1. Jim Lavorcie (Kaw); 2. Frank Derby (Yam).

## Venegas, Finch fly at Costa Mesa Speedway

**By Elaine Jones**

COSTA MESA, CA, AUG. 25
Charlie Venegas and Jesse Finch were the big winners Friday night at Costa Mesa Speedway, topping the Scratch and Handicap mains, respectively.

After winning both his heat and his semi, Venegas drew the pole for the Scratch main event while Steve Lucero started in gate two and Rob Pfetzing in three. Northrup, starting in his first Scratch main of the season, was in four with Bobby Schwartz against the wall in gate five.

The first attempt at the start saw everyone get into the tapes with Northrup appearing to be in the deepest. But the referee could not affix blame, so he allowed everyone to restart. On the second try, the red flag came out as the referee thought that Venegas got an unfair advantage. When the field returned to the gate, Pfetzing pulled into the pits and did not return, narrowing the field to four riders.

When the tapes went up, Venegas, Lucero and Schwartz broke together and were running three abreast into the turns. Venegas powered his Motul/Lucas Oil/Shoei/Rock N Java-backed Jawa to a very slight lead, but Lucero and Schwartz were both right there. Lucero tried both the high and low lines against Venegas to no avail, while Schwartz sat in third waiting in vain for a mistake from either. They finished in that order, with Northrup rounding out the field in fourth place.

After one restart, the Handicap main got underway with David Taylor holding the lead for three laps before he went too high and allowed Finch, Mark Hannah, Brad Oxley and Lucero by. Oxley passed Hannah two laps later and started putting pressure on Finch, who wasn't making any mistakes and kept low and tight. In the end, Finch collected the win with Oxley second and Lucero passing Hannah on the last lap for the third spot.

Tom Collier went wire to wire in the Support main, topping John DeFries and Larry Rowley. Scott Parks won the Support B feature.

### Results

SCRATCH: 1. Charlie Venegas (Jaw); 2. Steve Lucero (Gdn); 3. Bobby Schwartz (Wes); 4. Andy Northrup (Jaw); 5. Rob Pfetzing (Wes).
HDCP: 1. Jesse Finch (Wes); 2. Brad Oxley (Wes); 3. Steve Lucero (Gdn); 4. Mark Hannah (Wes); 5. Charlie Venegas (Jaw).
COORS CHAL: 1. Bobby Schwartz (Wes); 2. Steve Lucero (Gdn); 3. Shawn McConnell (Gdn); 4. Charlie Venegas (Jaw); 5. Brad Oxley (Wes).
SUP: 1. Tom Collier (Jaw); 2. John DeFries (Jaw); 3. Larry Rowley (Jaw); 4. Mike Boyle (Jaw); 5. Danny Holt (Wes).

## Gribbon gasses it at Perris MX

**By Tony Alessi**

PERRIS, CA, AUG. 19
Montclair Yamaha's Jake Gribbon was on the gas during round seven of the GFI "Win a Truck" night series at Perris Raceway by dashing to a double-moto sweep of the 125cc Novice class.

In the first 125cc Novice race, Gribbon rocketed out of the start gate and then set a blistering pace that none of the other racers could match. Local favorite and former BMX ace Brian Reicher lost his seat early on in the moto and would not be a factor in the remainder of the race. Dino Reger, who is a recent transfer from the Beginner class, looked good for most of the moto when he ran as high as second, but things came apart during the closing laps as he dropped back to fourth behind last year's truck winner Eric Anderson, Lance White and moto winner Gribbon.

Reicher put his seat back on, then went out and led almost all of the second moto only to crash into a lapped rider in the final turn before the checkered flag. Gribbon rode by the wreckage and collected the moto and overall win in front of Bomber Hernandez, Anderson, Reger and White.

Eric Schnell survived what was arguably one of the most frantic races of the evening and posted a double-moto victory during his last race as an Intermediate.

"Next week will be my first pro race," Schnell said.

Jerry Aleman was consistent for second while series points leader Ray Bowers finished third overall in front of Josh Fink and Randy Danylo.

### Results

**Pee Wee Track**
F/T: 1. J.D. Myerscough (Yam); 2. Kevin Holtz (Yam); 3. Evin Powell (Yam).
50 STK BEG: 1. Cole Seely (Yam); 2. Jon McCarthy (Yam).
**Main Track**
50: 1. Jeff Alessi (Kaw); 2. Cole Seely (Yam); 3. Chase Takacs (KTM); 4. Ryan McClintock (KTM); 5. Jon McCarthy (Yam).
50 (7-8): 1. Mike Alessi (KTM); 2. Gerald Rodriguez (Yam); 3. Garrett Williams (Yam).
50 OPEN: 1. Erik Coleman (Yam); 2. Chris Drouin (Yam); 3. Melinda McGinnis (Yam).
60 F/T: 1. Jeremiah Whiteford (Kaw).
60 BEG: 1. Kelly Tedder (Kaw); 2. Adam Benavides (Kaw); 3. Ryan Weber (Kaw); 4. Kyle Foltz (Kaw); 5. Micky Griffin (Yam).
60 NOV: 1. Jason Medina (Kaw); 2. Andrew Renshaw (Kaw); 3. Justin Munyon (Kaw); 4. Mike Alessi (Kaw); 5. Donald Chollar (Kaw).
60 OPEN: 1. Cale Wallace (Kaw).
80 F/T: 1. Aaron Claassen (Yam); 2. Christopher Avery (Yam); 3. Jacob Comett (Hon).
80 BEG: 1. Kevin Gahan (Suz); 2. Cole Sleeter (Yam); 3. Mike Gould (Yam); 4. Josh Whiteford (Kaw); 5. Robert Bland (Kaw).
80 NOV: 1. Ryan Long (Yam); 2. Nick Alvarez (Hon); 3. David Sullins (Yam); 4. Derrick McClintock (Suz).
80 INT: 1. Casey Gould (Yam); 2. Michael Sleeter (Yam); 3. J.J. Cummings (Suz); 4. Brandon Morgan (Yam); 5. Chris Rogers (Suz).
80 INT: 1. Bryan McGavran (Hon).
125 BEG: 1. Bob Woolsey (Suz); 2. Matt Filkins (Yam); 3. Mike Diorio (Kaw); 4. Brian Morgan (Hon); 5. Scott Johnson (Kaw).
125 NOV: 1. Jake Gribbon (Yam); 2. Eric Anderson (Kaw); 3. Lance White (Kaw); 4. Dino Reger (Suz); 5. Bomber Hernandez (Hon).
125 INT: 1. Eric Schnell (Suz); 2. Jerry Aleman (Yam); 3. Ray Bowers (Hon); 4. Josh Fink (Suz); 5. Randy Danylo (Suz).
125 PRO: 1. Greg Schnell (Suz); 2. Spud Walters (Suz); 3. E.J. Wright (Hon); 4. Jeff Tilton (Hon); 5. Jimmy Lavorci (Yam).
250 BEG: 1. Corey Daly (Hon); 2. Jon Davidson (Kaw); 3. Todd Moore (Hon); 5. Tim Ryker (Kaw); 5. L. Mike Ladiel (Hon).
250 NOV: 1. Kevin Hanrahan (Hon); 2. Bret Milan (Yam); 3. Dayne Brassard (Yam); 4. Pete Mamo (Yam); 5. Chris Weedon (Kaw).
250 INT: 1. Eric Schnell (Suz); 2. David McCown (Hon); 3. Mark Desch (Yam); 4. Anthony Hadsall (Hon).
250 PRO: 1. Larry Linkogle (Hon); 2. David Ferrier (Suz); 3. Jason Kawell (Kaw); 4. Paul Krause (Kaw).
500 BEG: 1. Jason Higgins (Kaw); 2. Glenn Perry (Hon); 3. Robert Lagos (Hon).
25+ BEG: 1. Tim Ryker (Kaw); 2. Tarek Saba (Suz); 3. Tom Montes (Kaw); 4. Robert Lagos (Hon); 5. Bob Arthur (Yam).
25+ NOV: 1. Pete Marino (Yam); 2. Jason Williams (Yam); 3. Elton Yates (Hon); 4. Jamie Strole (Yam).
25+ INT: 1. Randy Danylo (Suz).
30+ BEG: 1. Greg Roy (Hon); 2. Greg McCarthy (Hon); 3. Patrick Veritch (Hon); 4. Tim Williams (Kaw); 5. Glenn Perry (Hon).
30+ NOV: 1. Shawn Heit (Yam); 2. Gary Harada (Yam); 3. Jeff Gianni (Suz); 4. Ron Coleman (Hon); 5. Tim Murphy (Suz).
30+ INT: 1. Greg Cory (Hon); 2. Bobby Doty (Yam); 3. Jeff Gianni (Suz); 4. Ron Coleman (Ron); 5. Tim Murphy (Suz).
30+ INT: 1. Greg Cory (Hon); 2. Bobby Doty (Yam); 3. Mark Stroup (Yam); 4. Cougan McGruder (Hon).
30+ PRO: 1. Paul Krause (Kaw).
35+ NOV: 1. Louis Soto (Suz); 2. Jeff Gianni (Suz); 3. Karl Hohnberg (KTM); 4. Greg McCarthy (Yam); 5. Chuck Duran (Suz).
35+ INT: 1. Mark Stroup (Yam); 2. Daniel Scharf (Kaw); 3. Pryor Campbell (Yam); 4. Dan McClintock (Yam).
40+ NOV: 1. Steve Bebeck (Suz).
40+ EX: 1. John Atwood (Yam).
RUTS BEG: 1. Curt Walsh (Yam); 2. Neil McCracken (Kaw).
RUTS NOV: 1. Alan Christensen (Hon); 2. Mike Tarter (Yam); 3. Dean Walker (Yam); 4. Jeff Chez (Hon); 5. Dan Cornett (Hon).
RUTS EX: 1. Quint Betts (Kaw).
RUTS EX: 1. Adam Pontious (Hon); 2. John Severin (Kaw).

## Hedden again at Vallejo Spdwy

**By M. Sober**

VALLEJO, CA, AUG. 19
Bobby Hedden continued his stranglehold on the Scratch racing program at the Saturday Night Thunder-promoted Vallejo Speedway, winning again on the Solano County Fairgrounds' short, tight, blue-grooved oval. Chad Felicio also repeated as winner of the five-lap Handicap main event.

Frank Crane won the Division Two final, and the Junior main event wins went to Matt Proto and Chris Kerr.

When the Scratch main event rolled to the line, Hedden found himself on the pole with Bobby Hicks next to him in gate two. Jim Sisemore was to Hicks' right in gate three, and Bart Bast was on the outside in gate four. Hedden put his inside starting position to work immediately, setting the pace as the quartet sped into the first set of turns. Bast was second-fastest off the line and dogged Hedden as Sisemore and Hicks argued over third place. Sisemore finally won the battle for third on lap three, but by that time both Hedden the leader and Bast were out of reach. The field would finish in that order.

In the Handicap main event, Hedden was not as fortunate at the start as he was caught leaving early from his position on the 50-yard line and was moved back to the 60. When the race was restarted, Felicio was the first rider off the mark, and he assumed the lead with Rick Schambers in tow. Vance Felicio quickly moved up from the 20 to join the freight train. Backyardage riders Bast, Hedden and Sisemore soon moved up to the lead trio but found little or no room to pass. Sisemore and Hedden finally moved past Schambers and Vance Felicio on lap four, but Chad Felicio was uncatchable by then. Sisemore eked out a second-place finish over Hedden while Vance Felicio was fourth.

### Results

SCRATCH: 1. Bobby Hedden (Jaw); 2. Bart Bast (Jaw); 3. Jimmie Sisemore (Jaw); 4. Bob Hicks (Jaw).
HDCP: 1. Chad Felicio (Jaw); 2. Jim Sisemore (Jaw); 3. Bobby Hedden (Jaw); 4. Vance Felicio (Wes); 5. Bart Bast (Wes).
D-2: 1. Frank Crane (Jaw); 2. Ian Essary (Wes); 3. Chris Heyman (Wes); 4. Ted Taylor (Jaw); 5. John Gregg.
JR D-1: 1. Matt Proto; 2. Billy Jenniro; 3. Bryan Yarrow; 4. Jimmie Martinez.
JR D-2: 1. Chris Kerr; 2. Julie Bennett; 3. Rachalle Kerr.

## Jenneman jams at Stockton Half Mile

**By Nicalee Sowders**

STOCKTON, KS, AUG. 15
The annual Stockton two-day half-mile Pro dirt track race was shortened to one day due to the heavy rain on Monday, August 14, but Tuesday's racing proved to be well worth the wait for the sellout crowd at the Rooks County Fairgrounds as Dale Jenneman rode the Adams Racing Rotax to the Open Pro-class win.

Jenneman had the fastest lap in time trials, just edging Kenny Coolbeth by 0.19 seconds. Jenneman also won the fastest heat race over Joe Kopp and Georgie Price IV. When the main rolled around, however, it was Price who got the holeshot and was followed into turn one by Philip Lash and Marc Gifford. By lap three, Coolbeth, Kopp, and Jenneman were battling for the lead. Not far behind Jenneman, Price and Gifford were making their way toward the front.

By the halfway point, the battle for first was between Coolbeth and Jenneman. Kopp was not

alone in third place, though, as he had Price right on his tail. Not only were the riders battling for position, but they were battling the rough track as well.

Jenneman finally got by Coolbeth to take the lead while the battle for third raged between Kopp and Price. Gifford was within striking distance, running all alone in fifth. When the checkered flag waved, Jenneman was first, Coolbeth second, Kopp third and Price was fourth, leaving fifth to Gifford.

**Results**

OPEN PRO: 1. Dale Jenneman (Rtx); 2. Kenny Coolbeth (W-R); 3. Joe Kopp (Hon); 4. Georgie Price IV (Rtx); 5. Marc Gifford (KTM).

## Burr blasts Trans-Can MX

**By Ray Woods**

WALTON, ONTARIO, CAN, AUG. 20.
Marty Burr showed off his riding ability by winning both the 125 and 250cc Pro classes at the Trans-Canadian National Championship in Walton.

After rookie sensation Ryan Gault got the holeshot and led the first four laps of the 125cc Pro action, Burr took control and never looked back, leaving Gault to fend off a hard-charging but injured Jean Sebastian Roy, who sliced through the pack from a 10th-place start before slowing only momentarily to displace riders such as Doug DaHann, Carl Vaillancourt and Marco Dubay. At the flag it was Burr, Gault and Roy.

The second moto saw Roy's Honda with the holeshot and what looked like a runaway win with Burr 10 seconds back in third place. At the halfway point, however, Burr turned up the wick and displaced Chad Fleck, setting out after Roy. Within two laps, Burr closed the gap to two seconds and began to pressure Roy for the lead. Burr was clearly the faster rider as he blew past Roy in one of the "Gravity's Cavities" 40-foot drop-offs. This gave Burr the 125cc overall win with Roy second and the rookie Gault third.

Burr went on to displace Vaillancourt in both 250cc Pro motos for the overall win in that class as well.

**Results**

50 P/W BEG: 1. Nelson Mason; 2. Nathan Fazio; 3. Andrew Nowe; 4. Adam Weaver; 5. Richard Bruining.
50 P/W JR: 1. Jason Michael; 2. Renaud Cayer; 3. Tyler Wagner; 4. Mark Bird; 5. Jeff Anderson.
60 P/W: 1. Kyle Snelgrove; 2. Harley Davis; 3. Zeb Dennis; 4. Brian Theriault; 5. Cayer Renaud.
80 BEG: 1. Michael Adair; 2. Shane McFerran; 3. Kyle Snelgrove; 4. Joey Lacelle; 5. Matthew Cracknell.
80 EX: 1. Josh Woods; 2. Chuck Mesley; 3. Derrick Fisher; 4. Simon Homans; 5. Maxime Lapointe.
S/MINI: 1. Josh Woods; 2. Derrick Fisher; 3. Chuck Mesley; 4. Jason English; 5. Lorne Wernham.
125 BEG: 1. Peter Chaplinsky; 2. Daniel Miller; 3. Craig MacMillan; 4. Scott Cutler; 5. Dale Smith.
250 BEG: 1. Chad Purdie; 2. Hank Vandor; 3. Paul Chapman; 4. Scott Todd; 5. Andrew Porter.
GP BEG: 1. Chris Dejong; 2. Scott Todd; 3. Craig MacMillan; 4. Andrew Gabrielli; 5. Jeff Klomps.
125 JR: 1. Chris Lowell; 2. Don Decook; 3. Jeffrey Bourdage; 4. Leigh Weitzel; 5. Kevin Hall.
250 JR: 1. Jeffrey Bourdage; 2. Mike VandenHoek; 3. Joseph Nixon; 4. Keith Paczay; 5. Darwin Joy.
GP JR: 1. Josh Woods; 2. Bernie Raisig; 3. Kevin Hall; 4. John Lukasik; 5. Joe Nixon.
125 INT: 1. Jeremy Booher; 2. Jess Webster; 3. Damon Allen; 4. Mark Biser; 5. Simon Belzile.
250 INT: 1. Mark Biser; 2. Chris VandenHoek; 3. Jeremy Booher; 4. Jess Webster; 5. Jeff VandenHoek.
GP INT: 1. Damon Allen; 2. Andre Oullette; 3. Mike McElroy; 4. William Withrow; 5. Scot Poland.
125 PRO: 1. Marty Burr; 2. Jean Sebastian Roy; 3. Ryan Gauld; 4. Carl Vaillancourt; 5. Blair Morgan.
250 PRO: 1. Marty Burr; 2. Carl Vaillancourt; 3. Doug DeHaan; 4. Darrel Martens; 5. Marco Dube.
YTH: 1. Chad Fleck; 2. Skip Ferris; 3. Ryan Lewis; 4. Sean Martland; 5. Tim Norris.
25+: 1. Gary Michael; 2. Toby Stoll; 3. Rick Lewis; 4. Rich VanPoelgeest; 5. Richard Thomas.
VET JR: 1. Darwin Joy; 2. Niels Pearson; 3. Dean Bencsics; 4. Murray Croft; 5. Gordon Baird.
VET MSTR: 1. Paul Kingsley; 2. Ken Bland; 3. Rob Kuenzig; 4. Greg Johnston; 5. Rob McLaughlin.
40+: 1. Embert Berkers; 2. Bill VanVugt; 3. Pierre Lacelle; 4. Frank Sutton; 5. Helmut Clasen.
WMN: 1. Mariana Stringel; 2. Kristina Sundal; 3. Susan Rothamier; 4. Jolene VanVught; 5. Melanie Hinde.
VINT-'74: 1. Rick Hudson; 2. Jamey Keast; 3. Tim Bowers; 4. Rick Walker; 5. Tom Lee.
VINT '75-'81: 1. Richard Thomas; 2. Tom Holscher; 3. Rob Anderson; 4. Kevin Kelly; 5. Michael Wilson.
VINT '82-'87: 1. Don Claerhout; 2. Steve Anderson; 3. William Morrison; 4. Robert Stacy; 5. Bobbie Cracknell.

## Brouhard heads his class at Cambridge Short Track

**By Tim McBride**

CAMBRIDGE, MN, AUG. 26
With two of his teammates, Billy Hoffmiester and Brian Isbell (both one-time race winners) out of action for the rest of season due to injuries, Eric Brouhard displayed the depth of the "Reynolds Wrecking Crew" by scoring his first Open Pro victory of the season at Cambridge Speedway.

The start of the the main event saw upstart Open Pro-class contender Lee "Holeshot" Fealy live up to his nickname as he led the pack into the first turn at the start of the main event. Fealy's spot in the limelight lasted for two laps before Brouhard lined him up for a pass on the front straight. With an unobscured race track in front of him, Brouhard then maintained a comfortable margin ahead of Fealy and the rest of the field while on his way to the checkered flag. "I've always seemed to do well at this track," said the Reynolds Printing/Faribault Harley-Davidson-sponsored, Brouhard. "I guess I was due for a win." Not far behind, Wild Card entrant Tim Gregory sped to a respectable, albeit lonely third. A good dice for fourth place between the Hill brothers, Steve and Mark, went the distance. The younger sibling, Steve, eventually gained the upper hand at race's end.

The start of the Vintage Twin main event looked like a repeat performance for the preliminary race winner Frank Radloff, as he was soon found out front once again. Joel Gulbranson was the man on the move, however, as he slid past Joe Blackwell and reeled in Radloff on the second lap. While using the outside line, Gulbranson assumed the lead through turns three and four. But Radloff's BSA was geared perfectly, as he resumed control on the front straight. The duo had the crowd gasping with anticipation as their side-by-side battle raged on for the rest of the race. As they approached the start/finish line for the final time, Gulbranson managed a better drive out of turn four and nipped Radloff at the wire to score the upset.

**Results**

OPEN PRO: Eric Brouhard (H-D); 2. Lee Fealy (Yam); 3. Tim Gregory (Yam); 4. Steve Hill (Hon); 5. Mark Hill (Hon).
OPEN B: 1. Lee Fealy (Yam); 2. Tim Gregory (Yam); 3. Jim Jarauzewski (Yam); 4. Dave Jenkins (Yam); 5. Steve Hill (Hon).
250 B: 1. Tim Zemanovic (Hon); 2. Marcus Bauer (Hon); 3. Jim Jarauzewski (Yam); 4. Keegan Iverson (Hon); 5. Dave Wandinger (Yam).
VINT TWN: 1. Joel Gulbranson (Yam); 2. Frank Radloff (BSA); 3. Joe Blackwell (Suz).
VINT SGL: 1. Buzz Arndt (Yam); 2. Charlie Langland (Duc); 3. Daryl Pangerl (Yam); 4. Bob Braunreiter (Yam); 5. Tim Gregory (Hon).
50+: 1. Buzz Arndt (Kaw); 2. John Sutherlin (Yam); 3. Bob Reynolds (H-D); 4. Gaylord Ladwig (Yam); 5. Frank Radloff (BSA).
40+: 1. Buzz Arndt (Kaw); 2. Daryl Pangerl (Yam); 3. Dave Koch (Hon); 4. John Sutherlin (Yam); 5. Joel Gulbranson (Yam).
30+: 1. Steve Hill (Hon) ; 2. Mark Hill (Hon); 3. Marty Mataya (Yam); 4. Dave Jenkins (Yam); 5. Tim McBride (Rtx).
STK: 1. Dave Koch (Hon); 2. Mark Hill (Hon); 3. Randy Thistle (Yam); 4. John Sutherlin (Yam); 5. Keith Hare (Yam).
NOV: 1. Curtis Sullivan (Yam); 2. Martin Lier (Yam); 3. Mike Hagford (Yam).
80: 1. Adam Henrichs (Yam); 2. Anthony Gardner (Kaw); 3. Jeremy Slocum (Hon); 4. Verlon Langland (Kaw); 5. Troy Johnson (Yam).
60: 1. Anthony Gardner (Kaw); 2. Shawn Burr (Kaw); 3. Jacob Mataya (Kaw).
MINI SR: 1. Lee Mies Jr. (Cob); 2. Josh Koch (KTM); 3. Jacob Mataya (Itj); 4. Weston Lind (Yam); 5. Kevin Anderson (Yam).
MINI JR: 1. Chris Larson (KTM); 2. Matt Crandell (Yam); 3. Travis Henrichs (Yam); 4. Jesse Alto (Itj); 5. Alex Gardner (Yam).

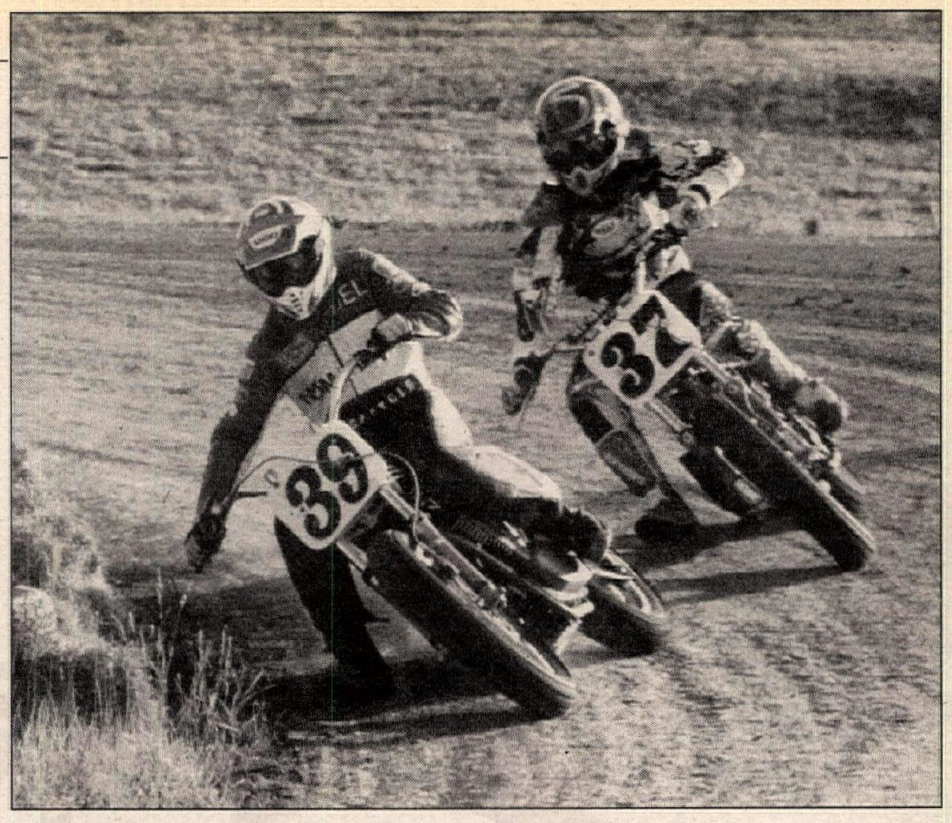
## Komer comes through at District 4 Trials

**By Don Allis**

MEDINA, NY, AUG. 27
Mike Komer on his Fantic Section upset the Expert-class riders who thought that they would have a chance to win with District 4's top rider (Ray Peters) in Colorado riding the Nationals. Komer dropped only nine points on the day. In second place was Gas Gas-mounted George Brinkwart with 25 points. In the first section, the riders had to start over a one-foot-diameter log into an area about one bike length long, make a 180-degree turn back across the log into a tight area with a hole about 10 inches deep, ride back over the log, some rocks and a second one-foot log, turn in a two-foot deep hole, ride out over a two-foot diameter log and exit via a five-foot culvert. Many of the Expert Riders found that all of the hopping required to ride the section was exhausting. Matt Hughson and Regan Faught, both on Beta Technos, fought it out for the Advanced-class win, with Hughson winning first place over Faught by a score of 66 to 85 points.

Dana Guest and his Aprilia Climber found the dry conditions to their liking, winning the Intermediate class over Ben Williamson, also on an Aprilia Climber, with a score of 10 points to Williams' 25 points. Bob Foringer on a Yamaha TY350 won the Senior A class with a total of 17 points over Aprilia-mounted Carl Peters who dropped a total of 31 points for the day. Section four was interesting for the Intermediate-class riders in that it started out dry and became wet and slippery from all of the riders coming out of the creek.

The Novice class was won by Russell Brown on a Yamaha TY350 with 5 points. Second place went to Jeffery Meeder on a Fantic Section with 11 points total. The Super Senior winner was John Knapp on a Yamaha TY250 with 21 points.



**J.P. Simonesen (37) overtook Del Schnitzer (39) for the win in the Expert class at the Castle Rock TT.**

Senior B winner was Robert Slater on an Aprila Climber. Section five was a lot of fun for the Novice class as it featured two large hillclimbs with downhills to match and a tight turn to end the section. The winner of the Rookie class on a Yamaha TY80 was Joshua Benjamin and the Vintage-class winner was Owen Payne on a Yamaha TY250.

**Results**

EX: 1. Mike Komer (9); 2. George Brinkwart (20); Keith Winters (25); 4. Chris Arnold (44); 5. Bryan Benjamin (82).
ADV: 1. Matt Hughson (66); 2. Regan Faught (85); 3. Robert Schlaufman (DNF).
INT: 1. Dana Guest (10); 2. Benn Williamson (25); 3. Tom Wenban (50); 4. Robert Brown (51); 5. Jeffrey Spring (87).
SR A: 1. Robert Foringer (17); 2. Carl Peters (31); 3. Stephen Fedorka (54).
NOV: 1. Russell Brown (5); 2. Jeffrey Meeder (11); 3. Gordan Kornbau (14); 4. Brian Clapper (19); 5. Alan Williams (21); 6. Erick Morrell (31); 7. Larry E. Lovell (82).
SR B: 1. Robert Slater (3); 2. Gerald Radder (4); 3. John J. Pileski (7); 4. Gary Brogdale (11); 5. Robert Lamlike (17).
S/SR: 1. John Knapp (21).
RKIE: 1. Joshua Benjamin (13); 2. Daniel Benjamin (15); 3. Andrew Winters (17); 4. Travis Winters (19); 5. Jason Tyler (25).
VINT: 1. Owen Payne (12); 2. Tom Boynton (17).

## Simonsen, Schnitzer clash at Castle Rock TT

**By Clay Light**
**Photo by Karin Lang**

CASTLE ROCK, WA, AUG.
Castle Rock's own J.P. Simonsen got his toughest challenges of the season from fellow National number holder Del Schnitzer during the Expert main event at Castle Rock's AMA District 17 TT.

Simonsen's latest win came in the absence of Dan Stanley, but it was still a stellar performance. A large turnout of Expert and Pro-Am contestants were on hand, gearing up for the upcoming AMA 600cc National here. Schnitzer, riding a Rotax, won the first Expert heat ahead of Eli Price and Troy Rose, while Simonsen won the second heat over Rex Fisher and Ron Waters. Pro-Am qualifying wins went to Phil Prutsman and Bob Horan.

Prutsman earned his first-ever Pro-Am main event win by grabbing the lead in the opening moments of the 16-lap, 12-rider main event and holding off the challenger Horan for the win. Horan came through traffic to overtake Steve Pruczinski and Christian Vernon and chase Prutsman before finishing second.

Schnitzer led the field on the opening lap of the 15-lap, 12-rider Expert main event, but Simonsen sneaked a wheel inside of Schnitzer to steal the lead a lap later. Fisher loomed in Schnitzer's shadow, overtaking him at one point, only to crash late in the race and hand the spot back to Schnitzer, who would go on to finish second behind Honda-mounted Simonsen. Third went to Price, followed by Chris Fitzhugh, Rose, Charlie Brown and Steve Liberty.

Steve Arndt led the opening lap of the 250cc A contestants, but podium regulars Todd Hagmann, Joe Lenz and Pete Medcalf carved their way past the Honda rider. Hagmann's bike then sputtered to a stop, Medcalf led the remainder of the race for the win. Lenz took second followed by Arndt, Eric Beers and Garry Roller.

**Results**

50 JR: 1. Jon Niemi (Yam); 2. Dustin Pruczinski (Yam); 3. Brenton Schnitzer (Yam).
50 MOD: 1. Andy Fay (Yam); 2. Tyler Goos (Yam); 3. Eric DeBoer (Yam).
50 SR: 1. Andy Fay (Cob); 2. Trevor Wharton (LEM); 3. T.J. Hagmann (Yam).
60 A: 1. Chris Waite (Kaw); 2. Cody Thompson (Kaw); 3. Kevin Bunger (Kaw).
80 A: 1. Jake Holden (Hon); 2. Chris Waite (Hon); 3. Kevin Bunger (Hon).
60 B: 1. Anthony Kautz (Hon); 2. Paul Castillo (Kaw); 3. Sean Light (Suz).
125 A: 1. Kyle Bunn (Hon); 2. Rick Warmbo (Kaw); 3. Steve Akin (Hon).
250 A: 1. Pete Medcalf (Kaw); 2. Joe Lenz (Yam); 4. Steve Arndt (Hon).
OPEN A: 1. Beau Brown (Kaw); 2. Steve Arndt (Hon); 3. Todd Resner.
30+ OPEN: 1. Jim Perry (Tri).
40+ A: 1. Vince Holt (Rtx); 2. Robert Elder.
EX: 1. J.P. Simonsen (Hon); 2. Del Schnitzer (Rtx); 3. Eli Price (Rtx).
PRO-AM: 1. Phil Prutsman (Kaw); 2. Bob Moran (Yam); 3. Steve Pruczinski (Yam).

## Brown bags another US Open at Bear Creek

**By Kevin George**

SOUTH CANTON, OH, AUG. 26
Scotty Brown captured his fifth straight US Open title against a stellar field of eastern Speedway riders. Nearly all scheduled riders were able to return after a two-week rain delay. Brown rode a nearly flawless race and went through five heats and the four-race championship runoff with a perfect score. The Muszinski brothers, Bogden and Sobek, raced to a second-place tie and decided to settle it on a coin flip, which was won by Bogden. Mark Maurer rounded out the championship runoff . This was the first time for the many-time feature winner Maurer to make a championship field and, as he put it, "There's no easy gates or gimme points once you get this far." Maurer was always right there, but was unable to score in the runoff.

In round two of the championship runoff, things got interesting as Brown was called for jumping the start and was sent to the penalty row. An obviously aggravated Brown led the charge to turn one as Sobek Muszinski went nowhere. Assistant starter Walt Pitman realized that Muszinski was experiencing an invisible alcohol fire and his quick action averted injury for Muszinski. On the restart it was Brown back up front, with the Muszinskis back to their side-by-side sibling rivalry and Maurer with nowhere to go right behind them.

In flat track action, newcomer Joel Brown led one of the biggest fields of the year in the lightweight class, while Dan Reed came out on top of his biweekly duel with brother James in the heavy division. Norm Into and John Clark swapped first and second places in Light and Heavy Knobby classes. Charlie Italia and Donnie Southers topped the Youth divisions.

**Results**

US OPEN O/A: 1. Scotty Brown (Jaw); 2. Bogden Muszinski (Jaw); 3. Sobek Muszinski (Wes); 4. Mark Maurer (Jaw); 5. Pat Reynolds (Jaw); 6. Tom Hensler (Jaw); 7. Kalvin Smith (Jaw); 8. Biff Wacynski (Jaw); 9. Nick Hummel (Jaw); 10 (TIE) John Massie (Jaw)/Rick Merry (Jaw).
YTH 50: 1. Donny Southers (Yam); 2. Nicholas Manol (Suz); 3. Norm Into (Suz); 4. Joey Southers (Yam).
YTH 60: 1. Charlie Italia (Kaw); 2. Robert Waczynski (Kaw); 3. Mike Edwards (Yam); 4. Blake Miller (Yam).
KNBY L/W: 1. John Clark (Hon); 2. Norm Into (Hon); 3. Tim Edwards (Hon); 4. Sheldon Nussbaum (Kaw).
KNBY H/W: 1. Norm Into (Hon); 2. John Clark (Hon); 3. Gary Sheperd (Hon); 4. Chuck Stanley (Kaw).
L/W: 1. Joel Brown (Hon); 2. Nick Hummel (Hon); 3. Dan Reed (Hon); 4. Albert Law (Hon); 5. Charlie Italia (Hon).
H/W: 1. Dan Reed (Hon); 2. James Reed (Hon); 3. Albert Law (Hon); 4. Joel Brown (Hon); 5. Kerry Kubena (Bul).

# 2 Bros

# No Fire

Steve Lamson

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# 1995 Motocross Champions

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**(Top) Dee Wood (157) bested Kristy Shealey (45), 250cc Pro Champ Corina Chinen (20), and the rest of the 125cc Pro field at the Barona Oaks Raceway. (Above) Dan Merlino (30) overcame Clifford Glass (partially hidden), Sanith Sirichandhra (77) and an angry bee for the Novice Stock win at Round 7 of the NCMRRA Championship Series at Prairie City Raceway.**

## Merlino makes magic at Prairie City Road Race

**By Ken Callahan**
**Photo by Rose Rush**

SACRAMENTO, CA, AUG. 27

Dan Merlino overcame everything from leg injuries to bee stings for a wire-to-wire win in the Novice Stock race at the seventh round of the NCMRRA Championship Series at Prairie City Raceway in Sacramento.

A twenty-bike field packed the grid in one of the biggest Novice Stock events of the 1995 season. At the drop of the flag, the hard-charging Novices poured into the turn-one horseshoe with Merlino in the lead by a wheel, closely pursued by Clifford Glass, Sirichandhra Sanith, Deon Perry, Miles McGowan and Michael Hannas. Merlino served notice that he was not interested in anything but the lead when Glass showed him a wheel in the stadium chicane. Merlino's response was to leave the throttle screwed-on through sweeping turn four and up the hill to turn five where he snapped his Merlino's Orange Freeze-sponsored Yamaha over to full tilt, stretching out a three-bike lead on his competition. Behind Merlino there was a major scrap as Sanith slipped by Glass and Perry put the move on McGowan. Brian Lewis was on a mission, working his way up through the pack to join the six-pack of riders making up the lead group. Glass and Sanith were in wheel-to-wheel combat around the snaking mile-long road course. Glass turned up the heat on Sanith and by lap five of the ten-lap final, the group reshuffled itself into Merlino, Glass, Perry, Hannas, McGowan, and Lewis. Lewis continued his charge, and, by the next lap, displaced McGowan and was looking to do the same to Hannas. Ahead of them, Perry moved up to challenge Glass as the two hammered at each other, trading second back and forth while Sanith recovered from an off-track excursion that took him out of the running.

Out in front, Merlino was protecting his big lead by not backing off the pace when he felt a sharp pain in his shoulder. Thinking at first that he had a simple pinched nerve, he tried to move his shoulder around in his leathers for relief only to discover that something was moving around between his T-shirt and leathers and stinging him at the same time. Merlino remembered that he once had an allergic reaction to a bee sting, but was determined to take the checkered flag. Behind Merlino, the rest of the top six were trading places more often than major-league free agents. Perry put a pass on Glass, relegating him to third, while Lewis forged his way to fourth. Hannas held off McGowan's bid for fifth, keeping it for himself. Up front, Merlino took the checkered flag and promptly sought the ambulance crew to get checked out for his bee sting. After getting the okay from the medical staff, Merlino was off to enjoy the victory podium, but kept an eye open to avoid kamikaze bees.

**Results**

STK: l. Tim Rush (Yam); 2. Ken Takeda (Yam); 3. Sothira Pheng (Yam); 4. Ted Durham (Yam); 5. Art Martinez (Yam).
S/SPRT: 1. Bruce Utzig (Yam); 2. Ken Takeda (Yam); 3. Shawn Reilly (Yam); 4. Ted Durham (Yam); 5. Art Martinez (Yam).
S/BK: l. Bruce Utzig (Yam); 2. Ken Takeda (Yam); 3. David George (Yam); 4. Tim Rush (Yam).
80 GP: 1. Jerry Douglas (Yam); 2. Tim Rush (Yam); 3. Jon Edwards (Yam); 4. Eric Graham (Yam); 5. Pat Hush (Yam).
BW: 1. Mark Woodward (Hon); 2. James Switzer (Hon); 3. Jeff Sheppard (Kaw); 4. Mark Cozzens (Suz).
NOV STK: 1. Dan Merlino (Yam); 2. Deon Perry (Yam); 3. Clifford Glass (Yam); 4. Brian Lewis (Yam); 5. Michael Hannas (Yam).
NOV S/SPRT-S/BK: 1. Troy Wing (Yam); 2. Geoff Eppes (Yam); 3. Sirchandhra Sanith (Yam); 4. Eric Vossbrink (Yam); 5. Miles McGowan (Yam).
NOV TROPHY DASH: 1. Geoff Eppes (Yam); 2. Paul Varize (Yam); 3. Michael Hannas (Yam); 4. Mark Albert (Yam); 5. David Potts (Yam).
WMN: 1. Teresa McCarty (Yam); 2. Melissa Diederich (Yam); 3. Laura Douglas (Yam).
VETS: 1. Jerry Douglas (Yam); 2. Pat Hush (Yam); 3. Mark Cozzens (Yam); 4. Charles Tsegeletos (Yam); 5. Ray Ruggles (Kaw).
JR: 1. K.C. Rigmaiden (Yam); 2. David Potts (Yam); 3. Christopher Siebenhaar (Yam); 4. Bobby Siebenhaar (Yam).

## Steel conquers Troy at Kenworthy's GP Club

**By Rupert F Pellett**

TROY, OH, AUG. 27

Josh Steel proved his mettle by taking the 250cc overall win at Kenworthy's GP Club in Troy, Ohio.

As usual, the crew had an expertly prepared facility ready for the four hundred-plus riders that turned out to race at this National Motocross track. Ninety-degree heat and high humidity had all riders downing fluids and searching for shade from the Western Ohio sun before the racing action began.

When the initial 250 A moto roared off, it was the Honda of Josh Steel slicing into the lead, followed by Team Green's Brock Sellards and third-place Suzuki-mounted Brad Strunk. By the time the leaders had reached the 'Watkins launch' jump section, Steel had gained a small lead on Sellards, but Sellards would catch up when Steel cased the first part of the 'dirty dozen' with a slight miscue. Once Steel shook off the minor mishap, he was able to again gain a small lead on Sellards all the way to the finish. Sellards finished seconds back, with Joe Oehlof jumping past Strunk to take the third spot.

The second moto saw the surprise KTM of Rodney Carrier with the holeshot as Gas Gas-mounted Mark Mussellman ran second, and Oehlof held third. Oehlof quickly dispatched the two lead riders to take the point, dragging the poor-starting Steel along in second. Sellards suffered a bad start and then fell after the tunnel jump, but this fired up Sellards, who quickly remounted and nailed the gas. By the second lap, Steel overtook Oehlof to take the number-one spot, and soon had acquired a nice lead on second place. Sellards, who recently moved to the A class after winning the 250 B Amateur Nationals, was jamming around the challenging Troy circuit, and by lap four had passed Mussellman for fifth. He then chased down Strunk and Lenny Baker to claim third. As the checkered flag flew, Steel took the win and the overall, followed by Oehlof in second and the hard-charging Sellards in third.

**Results**

250 A: 1. Josh Steel (Hon); 2. Joe Oehlof (Hon); 3. Brock Sellards (Kaw); 4. Lenny Baker (Suz); 5. Brad Strunk (Suz).

## Wood gets revenge at Barona Oaks Motocross

**By Tony Alessi**

RAMONA, CA, AUG. 26

Dee Wood got her sweet revenge over newly crowned AMA National Champion and fellow Texan Kristy Shealey by conquering the overall Women's Pro-class Championship during the annual running of the Women's World Championship held this year at Barona Oaks Raceway.

This year's format saw the 250cc Pro class run two motos on Saturday while Sunday was reserved for the 125cc class. The total points earned for each day's overall finish would count towards the overall championship.

Corina "The Flyin' Hawaiian" Chinen was the surprise winner during the 250cc Pro race on Saturday when heavy favorites Kristy Shealey and Dee Wood had an on-track collision which left them in a heap on the ground.

"I saw them and their bikes tangled, and I thought maybe I could win,"Chinen said.

In fact, it took track workers several minutes to untangle the wreckage.

"Her handlebar got caught between my rear wheel and swingarm," Shealey said.

"They had to flip her bike upside-down, then roll the wheel backwards," said Wood.

In the end, both Wood and Shealey would be more than a lap down and would forfeit the class win to the likable Chinen from Honolulu.

Wood rebounded in the 125cc class on Sunday by scoring the overall victory over Shealey and Chinen. Wood appeared up to the task and looked leaner and meaner, and seemed to have more fight left in her then did her competitors. Wood's win would give her enough points to secure the overall World Championship crown and the number-one plate for 1996.

Janene Vigar became queen of the novice ranks by winning every moto she entered during both days of racing.

Vigar, a stock broker at Payne Weber, was actually fast enough to win the Intermediate class as well. "We are booting her up after this race," said Women's Motosports President Debbie Matthews. "She's just too fast."

**Results**

O/A: 1. Dee Wood (Kaw); 2. Corina Chinen (Kaw); 3. Kristy Shealy (Kaw).
P/W: 1. Candice Motehagen (KTM); 2. Aimee Jones (Yam); 3. Carissa Muschara (Yam).
80: 1. Heather Matthews (Kaw).
FRST TMR: 1. Heather Hoyt (Kaw).
BEG: 1. Joan Evans (Hon); 2. Heather Matthews (Kaw).
NOV: 1. Janene Vigar (Kaw); 2. Kristy Burkinshaw (Suz); 3. Chris Russell (Yam); 4. Karen Rutter (Kaw); 5. Jenifer Hawley (Suz).
INT: 1. Jenifer Nelson (Kaw); 2. Lisa Henderson (Hon); 3. Tricia Young (Kaw); 4. Marie McMillan (Hon); 5. Stacy Bremner (Yam).
VET PRO: 1. Bonnie Warch (Suz); 2. Lisa Gallo (KTM); 3. Tami Rice (Suz); 4. Debbie Matthews (Kaw); 5. Lydia Hoeppner (Kaw).
125 PRO: 1. Dee Wood (Kaw); 2. Kristy Shealy (Kaw); 3. Corina Chinen (Kaw); 4. Jodi Hollow (Suz); 5. Nikki Harris (Hon).
250 PRO: 1. Corina Chinen (Kaw); 2. Dee Wood (Kaw); 3. Jamie Pamintuan (Suz); 4. Mollie Bourke (Kaw); 5. Kristy Shealy (Kaw).

## Torri takes Ocala MX by storm

**By Kyle Myers**

OCALA, FL, AUG. 27

After four days of non-stop rain from tropical storm Jerry, Anthony Torri survived both motos to claim the 125-250 Beginner-class win at Round 18 of the Florida Motocross Series held at the Florida Motosports Complex.

In the first moto, Wade Gronlund led the field into turn one with Charles Satcher, Roger Creamer, Danny Hanson and Torri following. Creamer and Hanson had trouble on one of the muddy uphills as Torri and Steve Bass slipped by. Meanwhile, Gronlund was slicing his way through the mud to open up a huge lead. On lap three, both Satcher and Torri fell, letting Scott Reese move into the second position. Satcher then dropped out of the race as Torri remounted and chased after Reese, who crashed on a downhill handing Torri the runner-up spot. Gronlund stayed on two wheels to take the opening moto win over Torri, Hanson and Creamer.

Satcher kicked things off in moto two with Torri, Gronland, Hanson and Creamer eating his roost. Gronlund made short work of Torri and pressured Batcher for the lead on the opening circuit. Satcher's lead lasted for three laps before Torri sailed by both Gronlund and Satcher on the front section. Torri left the field behind on his HSKS-backed machine to score the win ahead of Gronlund, Hanson, Creamer and Batcher.

**Results**

P/W: 1. Ricky Renner; 2. Jon Camp; 3. Robby Renner.
60: 1. Brad Bernier; 2. Dustin Lynn; 3. Barrett Smith.
80 (7-11): 1. Dan Truman.
80 (12-13): 1. J.B. Ballard; 2. Ryan Davis.
80 (14-15): 1. Carlo Beard.
S/MINI: 1. J.B. Ballard; 2. Andrei Boloni.
15-24: 1. Ronnie Renner; 2. Jason Thomas; 3. Vince Deuvall.
125-250 BEG: 1. Anthony Torri; 2. Wade Gronlund; 3. Danny Hanson; 4. Roger Creamer; 5. Steve Bass.
80 BEG: 1. Mike Vancura; 2. Jesse Young; 3. Robert Croci.
125 C: 1. Cory Willey; 2. Jim Prevatte; 3. Jody Meyer; 4. Mike Redner; 5. Robert Wright.
125 B: 1. Jason Thomas; 2. Ronnie Renner; 3. Kyle Myers; 4. Wayne Schaefer.
125 A: 1. Jason Dodds; 2. Joe DaCosta.
250 C: 1. Jimmy Kersey.
250 B: 1. Brett Bohannon.
250 A: 1. Anthony Pocorobba; 2. Jason Dodds.
OPEN B/C: 1. Mark Bazinet; 2. Rudy Savvelia.
25+: 1. Willis Brock; 2. Wade Gronlund; 3. Jimmy Kersey; 4. Toca Dixon.
30+: 1. Steve Dye; 2. Mark Bazinet; 3. Brian Whitcomb; 4. Leo Jones; 5. Mike Menefee.
35+: 1. Brian Whitcomb; 2. Jeff Clair; 3. Joe Steidl.
40+: 1. Joe Steidl; 2. Ron Irwin; 3. Tom Fogg.

## Shank Shreds at Motowest Fall Warmup Motocross

**By J.R. Canaguier**

HOLLISTER, CA, JULY 30

Ben Shank keeps getting better, as evidenced by his double-moto win at Motowest Fall Warmup Motocross.

The 250cc Intermediate class has had some new blood recently, mixing it up with the veterans who are just waiting for that magic moment when they move up to the Pro ranks. Ben Shank of Capitola has been an Intermediate for most of the 1995 season and has shown steady improvement with consistent finishes near the front of the pack. The class is getting bigger every week and guys like Ben are making it one of the fastest, most competitive classes of all.

As the gate dropped for the first moto, Kevin Hunt pulled off the holeshot followed closely by Brian Garrahan, Dave Duarte and Shane Verdin. Shank got wadded up in the second turn and found himself back in seventh place by the end of lap one. He wasted no time in displacing Martine Puente, and then climbing up onto the rear fender of Garrahan, who bobbled from the pressure allowing Shank to make the pass. Two down, three to go... On lap four he put it into warp drive and reeled in Seth Young and leader Kevin Hunt. From then on it was cruise control as Shank put the first-moto win behind him. Rounding out the top five were Hunt, Young, Garrahan, and Duarte.

Moto two was not going to be a catch-up race for Shank as he put his KX into the lead from the gate and never looked back. The track was really getting rough by this time and it was anyone's guess who would finish second. By the end of lap three, Hunt, who started second, was starting to get pressure from Young and Garrahan. This dogfight went on for another lap until Young put a move on Hunt and moved into second while Garrahan held onto fourth despite a late-moto charge from Verdin. When the checkered flag fell it was Shank, followed by Young, Hunt, Garrahan and Verdin.

**Results**

P/W 80: 1. Jeff Fajardo (Yam).
P/W 0-8 BEG: 1. J.J. Alcantar (Yam).
P/W 0-8 NOV: 1. Zach Ham (LEM); 2. Corey Pennington (KTM).
60: 1. Nick Davis (Kaw); 2. Cory McDaniel.
80 BEG: 1. Logan Masterson (Yam); 2. Bryce Hart (Kaw); 3. Dan Replogle (Kaw); 4. Nicholas McCulloch (Suz); 5. Manny Rosario (Suz).
80 NOV: 1. Jon Replogle (Kaw); 2. Sheena Patterson (Suz); 3. Brian McCulloch (Hon).
80 BW: 1. Jason McArthur (Kaw).
125 BEG: 1. Jordan White (Hon); 2. Aaron Randolph (Suz); 3. Wayne Ward (Hon); 4. Kurt Long (Hon); 5. Lee McLaughlin (Yam).
125 NOV: 1. Billy Bright (Kaw); 2. Paul Armada (Hon); 3. Steve Vittone (Hon); 4. Kevin Bohner; 5. Aaron Mason (Hon).

125 INT: 1. Seth Young (Kaw); 2. Ben Shank (Kaw); 3. Keith Verdin (Hon); 4. Dennis Stapleton (Suz); 5. Martine Puente (Yam).

250 BEG: 1. Larry Stephen (Hon); 2. Justin Kropp (Suz); 3. Steve Remman (Suz); 4. Steve Snyder (Hon); 5. Ron Boehm (Kaw).

250 NOV: 1. Chris Platero (Hon); 2. Travis Marks (Kaw); 3. Steve Jenkins (Hon); 4. Harold Hageman (Hon); 5. Eddie Benson (Yam).

250 INT: 1. Ben Shank (Kaw); 2. Seth Young (Kaw); 3. Kevin Hunt (Yam); 4. Brian Garrahan (Kaw); 5. Shane Verdin (Hon).

250 PRO: 1. Jim Clay (Yam); 2. Trevor Meagher (Yam); 3. Allen Cassaro (Kaw); 4. Eric Mashbir (Kaw); 5. Turtle Wikoff (Kaw).

500 NOV: 1. Alan Brunk (Hon); 2. Chris Rogers (Hon).

25+ BEG: 1. Keith DiVirgilio (Hon); 2. Ron Boehm (Kaw); 3. Mike Lopez (Kaw).

25+ NOV: 1. Bob Pimentel (Hon); 2. Chris Rogers (Hon); 3. Dan Mendoza (Hon).

25+ INT: 1. Jim Dempsey (Hon).

VET BEG: 1. Mike Wylie (Kaw); 2. Gary Arnold (Yam); 3. Bobby Tabag (Suz); 4. Greg Spilman (Hon); 5. Jeff Broussaro (Hon).

VET NOV: 1. Richard Fajardo (Yam); 2. Todd Townsend (Hon); 3. Robert Congdon (Suz); 4. John Traverso (Yam); 5. Alan Brunk (Hon).

VET INT: 1. Dave Zollo (Kaw).

40+: 1. Gary Remmen (Suz); 2. J.R. Canaguier (Suz); 3. Greg Young (Kaw); 4. A. DiVecchio (Hus).

OTHG BEG: 1. Martin Elzingre (KTM); 2. Kinoal Justis (Hon); 3. Mark Bean (Suz); 4. Mike Crawford (Yam); 5. Don Barlich (Yam).

OTHG NOV: 1. Frank McNally (Hon); 2. Shaun Lee (Hon); 3. Gary Arnold (Yam); 4. Jarvis Gross (Hon); 5. Steve Coates (Yam).

OTHG INT: 1. John Traverso (Yam); 2. Jim Vascal (Hon); 3. Todd Thomas (Hon); 4. A. DiVecchio (Hus).

OTHG EX: 1. Paul Armada (Hon), 2. Steve Lawrence (Hon); 3. Cliff Coates (Yam).

## Gray on top at Delta MX

**By Carl Davis**

DELTA, OH, AUG. 26

"Jammin'" James Gray took a two-moto sweep in the 80cc Beginer class at Delta Raceway easily dominating both motos in one of the biggest classes of the night.

Gray took command from the start in both motos and never looked back as he whipped his Suzuki around the immaculately prepared Delta night track. Mike Suman and Chris Talbot engaged in a battle for second with Suman victorious, while "Wild" Willie Hicks rode the wheels off his KX-60 to nail down third place, leaving Talbot in fourth.

A nearly full gate of 125cc beginners brought some exciting racing action as Steve Stoll rode consistently in moto one and found the track to his liking and came back to win moto two and the overall win. Moto one featured Jon Maassel and Chris McGowen battling for the lead and Stoll cruising behind them. Maassel took first, McGowen, second, and Stoll third. Moto two was all-out war as a pack of six riders diced for the lead. Stoll's Honda motored out front at the start of moto two with Brad Rehm, Jason Lafountain, Matthew Griffiths and Dean Pilat scrambling for positions. Stoll was on cruise control while Rehms Yamaha took control of second and Lafountain nailed down third overall.

**Results**

50 (4-6): 1. Kurt Dwyer (Yam); 2. Joby Kaslowski (Yam); 3. Broc Peterson (Yam).

50 (7-9): 1. Adam Behringer (Yam); 2. Briton Beerbower (Yam).

S/50: 1. Liam Murphy (Cob); 2. David Bacon (KTM); 3. Glenn Smith (LEM).

P/W 80: 1. Kevin Storai (Yam).

60: 1. William Hicks (Kaw); 2. Thomas Dwyer (Kaw); 3. Broc Bauer(Kaw).

80: BEG: 1. James Gray (Suz); 2. Mike Suman (Kaw); 3. William Hicks (Kaw).

80 NOV: 1. Gabriel Stahl (Yam); 2. John Maher (Kaw); 3. Mike Simon (Yam).

80 EX: 1. Billy Dittman (Kaw); 2. Chuck Gekle (Kaw).

125 JR: 1. Ben Dewitt (Hon); 2. Billy Dittman (Kaw).

125 BEG: 1. Steve Stoll (Hon); 2. Brad Rehm(Yam). 3. Jason Lafountain (Yam).

125 NOV: 1. Jim Nickell (Hon); 2. Kable Derrow (Kaw). 3. Derek Aberle (Suz).

125 INT: 1. Matthew Feasel (Kaw); 2. Jon Suman (Hon); 3. Chris Lowell (Suz).

250 BEG: 1. Kenneth Watson (Hon); 2. Jason Griffiths (Yam); 3. Bill Mcclure (Hon).

250 NOV: 1. Bob Hadley (Kaw); 2. Robert Bird (Hon); 3. Tim Thompson (Hon).

250 INT: 1. Brad Dixon (Kaw); 2. Jason Darm (Kaw); 3. Greg Minard (Yam).

250 EX: 1. John Davis (Kaw); 2. Jake Davis (Kaw); 3. Ray Solarski (Yam).

25+: 1. Todd Vicary (Suz); 2. Jim Almroth (Hon); 3. Charles Mcconnell (Hon).

30+: 1. Barry Mayo (Kaw); 2. Greg Minard (Yam).

35+: 1. Michael Behringer(Kaw); 2. Barry Mayo(Kaw); 3. Carl Davis(Kaw).

45+: 1. Lynn Conway (Suz).

VINT 89: 1. Eric Carlson (Hon); 2. Jeff Carlson (Hon); 3. Bernard Clincre (Suz).

## Stanley stomps at Castle Rock TT

**By Clay Light**

CASTLE ROCK, WA, AUG. 26

Dan Stanley stomped the competition en route to the Expert-class win during the AMA District 27 TT at the Castle Rock Fairgrounds.

Racing in the Northwest this time of year gets more serious as the AMA 600cc National approaches. More and more Expert and Pro-Am riders showed up to get some warmup laps, but the outcome in the Expert class was much the


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Team Silkolene Kawasaki
1995 World 250 MX Champion

TALLON VOHLAND
Team Silkolene Kawasaki
1995 World 250 MX 3rd Place

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**"1995 CHARLOTTE SUPERCROSS"**

**Round #11 - Charlotte Memorial Stadium - CHARLOTTE, NORTH CAROLINA**

**(#308F)** "It wasn't a squeaky-clean win but I'll take it!" said Team Honda/1-800-COLLECT's Jeremy McGrath after passing teammate Steve Lamson with just 1/2-lap to go at the sold-out Charlotte Supercross in North Carolina. McGrath overcame a poor start on the extremely short Memorial Stadium track to finally get a hook into Lamson, whose 16-lap stay at the front was the longest of his supercross career. With victory in sight Lamson made his only mistake of the night after botching a hairpin corner. The momentary lapse of concentration gave McGrath, aboard his Skip Norfolk-tuned CR250, all the room he needed to take the lead and win the 27th main event of his supercross career, tying Bob Hannah for second on the all-time win list.

Team Kawasaki's Mike LaRocco had a disappointing night, when he came up short on an abrupt triple jump, breaking his arm. Team Noleen/Sizzler/Yamaha's Larry Ward, based out of South Carolina, finished a popular third overall on the evening.

All was not lost for Kawasaki, as the French SplitFire/Pro Circuit rider Mickael Pichon clinched the 125cc Eastern Regional title by finishing third in the 125cc main event, behind Honda of Troy's Mike Brown and east coast privateer Davey Yezek.

Watch all the decisive action from Charlotte in this 47-minute show from Motovideo!

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California Trail Rides Presents the 6th Annual

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Come up and enjoy the entire weekend! We'll be gathering on Saturday in the group camping area (no water or hookups) off East Jenks Lake Loop Road in the Barton Flats area. Hiking, fishing and other outdoor activities are nearby. Porta-potties are in place.

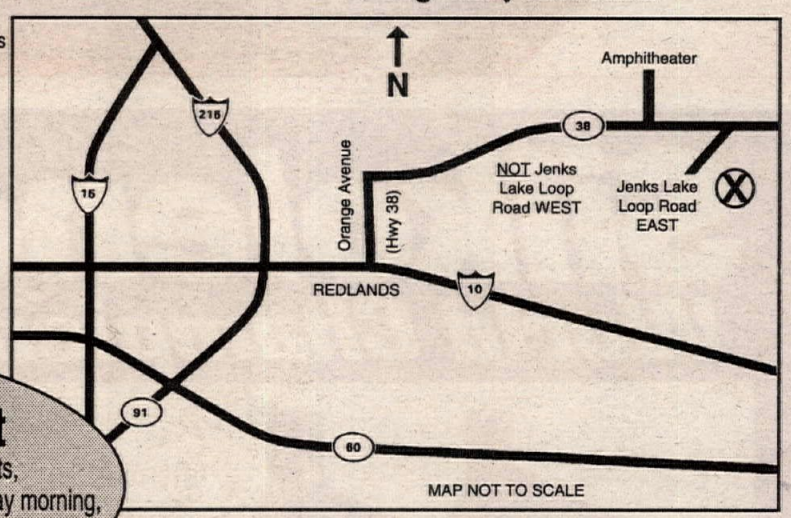
**Special technical and dual-sport sponsor seminars on Saturday 2-5 p.m..**

The permitted area is located in the San Bernardino National Forest; event will be operated on a non-discriminatory basis under permit issued by UFS.

No unlicensed, non-street legal riding allowed in campground.

Start time for the CYCLE NEWS Dual Sport Ride is 7:00 to 9:00 a.m., Sunday, October 1.

Roll charts provided. Bring your roll chart holder. Navigation by mileage.

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# EVENTS

same as it has been all season long. No other rider in recent years hs been as dominant as Stanley.

Stanley won one of the three Expert heats followed by Eric Rickman and Lonny Kopp. Jeff Annen, Del Schnitzer and Chris Fitzhugh transferred out of heat two while the final direct transfers went to Rex Fisher, J.P. Simonsen and Eli Price. Two semis taking the top two from each added Troy Rose and Ryan Anderson from the first and Shane Butchart and Charlie Brown from the second to round out the field.

By winning the fastest Expert heat race, Stanley sat on the pole for the 12-rider, 20-lap Expert final. Stanley used it to his advantage by romping into the lead and never looking back. Schnitzer, Annen, Simonsen, Kopp and Price did all they could to keep Stanley in sight, but their efforts were in vain. Stanley hammered out yet another win with Simonsen getting around Schnitzer for second. Schnitzer held off Annen for third while second-year Expert Price netted fifth.

Jake Holden, the 80cc Amateur National Champion, tightened his stranglehold on the class after fighting off Chris Waite. All season long the two have finished 1-2, although in this race Waite got out of shape and finished midpack. With Waite's demise, second place went to Kyle Bunger while Cody Thompson was third. Holden also added the Schoolboy-class win to his tally.

Honda-mounted Dan Adkins pulled off a similar runaway act in the 125cc main. Adkins motored to an untouchable lead followed by fellow Honda riders Kyle Bunn and Kyle Strutz.

**Results**

EX: 1. Dan Stanley (Rtx); 2. J.P. Simonsen (Hon); 3. Del Schnitzer (Rtx); 4. Jeff Annen (Rtx); 5. Eli Price (Rtx).

PRO-AM: 1. Phil Prutsman (Kaw); 2. Frank Marker (Rtx); 3. Christian Vernon (Rtx); 4. Bob Moran (Yam); 5. Steve Pruczinski (Yam).

125 A: 1. Dan Adkins (Hon); 2. Kyle Kunn (Hon); 3. Kyle Strutz (Hon).

80 A: 1. Jake Holden (Hon); 2. Kyle Bunger (Hon); 3. Cody Thompson (Hon).

80 B: 1. Sean Light (Suz); 2. Jacob Currey (Hon).

60 A: 1. Chris Waite (Kaw); 2. Kevin Bunger (Kaw); 3. Mike Rochester (Kaw).

50 MOD: 1. Mark Studebaker (Yam); 2. Tyler Goos (Yam); 3. Eric DeBoer (Yam).

50 STK: 1. Andy Fay (Cob); 2. T.J. Hagmann (Yam); 3. Trevor Wharton.

50 JR: 1. Jon Niemi (Yam); 2. Dustin Pruczinski (Yam); 3. Brenton Schnitzer (Yam).

SCHBY: 1. Jake Holden (Hon); 2. Heather Christoff (Suz).

## Roberti grabs Gold at Coos Bay Road Race

**By Camby Young**

COOS BAY, OR, SEPT. 3

Kawasaki Green was the color of the motorcycle that put a lot of gold in Shawn Roberti's pockets during the road races at Coos Bay International Speedway.

Winning five straight Kawasaki contingency races at the 1.1-mile track, the Dunlop-sponsored Roberti went away a happy guy. Roberti left a few bucks for second-place finisher, Kawasaki-mounted Mike Mitchell. Mike Dural was unable to participate in Saturday's practice but made a good showing finishing third in the Open Supersport event on Sunday.

Ric Matthews powered his way to first in the Lightweight Supersport event, while a real race for last place developed between Rema Tillitt and Phil Beck. The pair swapped slots for the entire race with Beck making a last-lap pass on Tillitt at the checkered flag.

**Results**

600 S/BK: 1. Shawn Roberti (Kaw); 2. Mike Mitchell (Kaw); 3. Don Becklin (Hon).

600 SS: 1. Shawn Roberti (Kaw); 2. Mike Mitchell (Kaw); 3. Don Becklin (Hon).

750 S/BK: 1. Shawn Roberti (Kaw); 2. Mike Mitchell (Kaw); 3. Gage Freeman (Hon).

750 SS: 1. Shawn Roberti (Kaw); 2. Mike Mitchell (Kaw); 3. Gage Freeman (Hon).

L/W TW: 1. Josh Bryan (Kaw); 2. Mason Hansen (Hon); 3. Brian Badura (Hon).

L/W SS: 1. Ric Matthews (Yam); 2. Josh Bryan (Kaw); 3. Brian Badura (Hon).

YSR: 1. Don Becklin (Yam); 2. Ken Stanley (Yam); 3. Scott Halvorsen (Yam).

OPEN SS: 1. Shawn Roberti (Kaw); 2. Mike Mitchell (Kaw); 3. Mike Durel (Hon).

SGL: 1. Dan Nebelsick (Yam); 2. Phil Beck (Hon); 3. Rick Hackhart (Suz).

## Hickman roosts Rainier DT

**By Clay Light**

RAINIER, WA, AUG. 19

AMA Expert Eric Hickman took home the top cash payoff aboard his Rotax after beating a top-notch field of riders in the combined Expert/Pro-Am class at the Rainier Bowl Raceway's AMA-sanctioned eighth-mile dirt track. Rickman beat out fellow Experts Jeff Hiatt and Ron Waters for the victory, his second of the outdoor season.

Despite running against the Bellingham Championship round, Rainier still drew large numbers, as in the case of the Open Sportsman class. Mike Lester escaped with a win ahead of class front-runners Tony Fox and Dan Kimbel in the Open A main while the B main, which also had 10 contestants, went to Gary Bramer.

Kimbel, riding a Honda, came back again in the 30+ Open class to try to salvage at least one win but again fell short, this time trailing Jeff Holford all the way to the finish. Greg Holford, Kenny McCann and Mike Colyar filled out the top five at the finish.

Another great race took place in the 80cc A main, which saw Honda rider Dan Weipert on the pole. Weipert and Scott Houseman were heat-race winners, but it was Nathan Wharton who pulled off the upset in the main, breezing to a wire-to-wire win while a five-way battle for second between Brad Smith, Sam Rivers, Sean Light, Nicky McBride and Houseman went Smith's way after the Honda rider rode his best-ever race to finish ahead of Weipert for second.

George Prindiville, who rides a Bultaco-framed, Honda-powered machine, won the highly-competitive 250cc A Main, beating Kawasaki rider Pete Medcalf and James Kiser.

**Results**

EX/PRO-AM: 1. Eric Rickman (Rtx); 2. Jeff Hiatt (Rtx); 3. Ron Waters (Rtx); 4. Kerry Kiser (Hon); 5. Steve Hyson (Rtx).
OPEN A: 1. Mike Lester; 2. Tony Fox; 3. Dan Kimbel.
OPEN B: 1. Gary Bramer; 2. Allan Wilson; 3. Rick Morringer.
VINT TW: 1. Mike Harritt; 2. Willie Ward; 3. Gary Brown.
40+ A: 1. Tom Simpson; 2. Mike Colyar; 3. Lyle Dorsey.
250 A: 1. George Prindiville; 2. Pete Medcalf; 3. James Kiser.
250 B: l. Todd Hill; 2. David Mahler; 3. Raymond DeFord.
250 (30+): 1. Robert Rosie; 2. Dave Mahler; 3. Rick Hill.
VINT 250 A: 1. David Mahler Sr.; 2. David Mahler; 3. Spike Serles.
30+ OPEN: 1. Jeff Holford; 2. Dan Kimbel; 3. Greg Holford.
125 A: 1. Robert Rosie; 2. Nicky McBride; 3. Chase Gilbert.
SPDWY: 1. Seth Church; 2. David Cobb; 3. Pat Hafey.
80 A: 1. Nahan Wharton; 2. Brad Smith; 3. Dan Weipert.
60 A: 1. Tyler Wharton; 2. Nick Sellers; 3. Wess Church.
50 JR: 1. Matt Houseman; 2. Justin McMillan; 3. Trevor Moore.
50 SR: 1. Tony Owens.
P/W: 1. Brenton Schnitzer; 2. Roby Haycock; 3. Derek Harding.

## Capt caps 125 HS

**By Tony Tellier**

ARIPINE, AZ, SEPT. 2

American Honda rider Jeff Capt made the long drive from Los Angeles to "ride something different" and claimed the overall and Pro win after five laps of high-plains motorcycle racing at Whiplash Motorsports' Snowflake 125 held on Labor Day near Aripine, Arizona.

In direct contrast to last year's mudfest, this year everyone was reaching for eye drops as the red beds of the Navajo sandstone generated billowing clouds of dust that permeated every rider's goggles. Much of the course was sun-baked and rock-hard, and offered little or no traction for those with an overenthusiastic right hand. Nonetheless, Capt admitted to having a great time.

"This was great," Capt said. "I'm so sick of the Lucerne Valley with all its whoops."

Capt rides every major event in the Southwest including Baja, the Best In The Desert series and the AMA National Hare and Hounds. Capt and his factory XR628 made mincemeat of the field despite a valiant effort by second-placed Pro and fourth overall Brian Storrie, this year's Gila Bend winner. But Capt was able to cruise after Storrie got a flat tire.

"I had to change the tube by myself after riding it back in," Storrie said. "I think I could run with (Capt). I was making up a couple minutes. But I usually come with Destry (Abbott, a fellow Kawasaki rider) and can use his store of spare wheels. I was on my own today and lost six minutes right there.

Ten bikes blew by Storrie while he was working the tire irons. Passing them back was risky in the dust, but Storrie was able to pull it off.

In other action, Terry Mell got his first win in over 20 years. The aged Mell rode in the popular 40+ class on an equally aged, dual-shocked, four-stroke KLX. Mell went down on his way to victory and jammed a handlebar into his thigh muscle. He also hit a tree before going on to the win.

**Results**

O/A: 1. Jeff Capt (Hon); 2. Carlo Caya (Hon); 3. Kevin Best (Hon); 4. Brian Storrie (Kaw); 5. David Schutte (Hon).
PRO: 1. Jeff Capt (Hon); 2. Brian Storrie (Kaw); 3. Ron Sandlin (Hon); 4. David Perez (Kaw); 5. Hans Vanderwaall (Hon).
EX: 1. Carlos Caya (Hon); 2. Kevin Best (Hon); 3. Willy Williford; 4. John Waller (KTM).
NOV: 1. Steve Jones; 2. Cecil Schrader; 3. Chris King; 4. Alan Cross; 5. John Conyer.
SPTSMN: 1. Guy Decker; 2. Ron Landsberger; 3. Eugene Bryan; 4. Clayton Crawford; 5. Douglas Jensen (KTM).
BEG: 1. Billy Bettcher; 2. Jason Mitchell; 3. Scott Spicer (Kaw); 4. Troy Wilcoxson; 5. Dan Whatley.
SR EX: 1. Pat Hoban (Kaw); 2. Kent Nicholls (KTM); 3. Wayne Decklever (Suz); 4. Larry Beshaw (Kaw); 5. Mike Furr.
SR: 1. Terry Mell (Kaw); 2. Bruce Muster; 3. Tom Young (Yam); 4. Chuck McCullough; 5. Ron Zellitti.
SPTSMN SR: 1. Ron Timmons; 2. Don Bull; 3. Joe Prosser; 4. Emory Brocher Jr.; 5. James Best.


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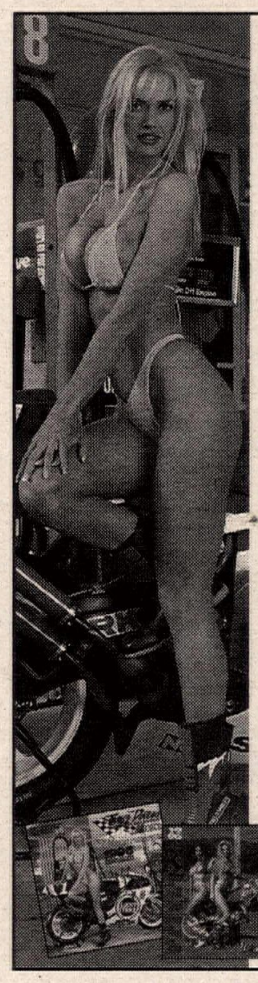

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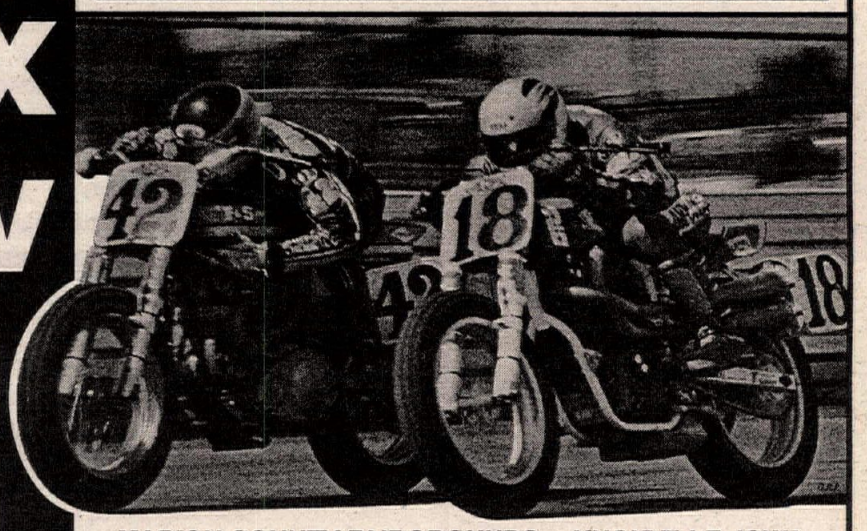

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EVENT CALENDAR

Speedway Racing Every Friday Night

| | |
|---|---|
| Sat., Sept. 16 | No MX Practice Due to Sand Drags |
| Sun., Sept. 17 | No MX Practice Due to Sand Drags |
| Thurs., Sept. 21 | MX Practice on Nat'l, Vintage & PeeWee Tracks 8:00am till dusk |
| Sat., Sept. 23 | MX Practice on National Track 8:00 till 2:00pm Vintage & PeeWee Open till 4:00pm |
| Sun., Sept. 24 | MX Practice on Nat'l,Vintage & PeeWee Tracks 8:00am till 4:00pm |
| Thurs., Sept. 28 | MX Practice on Nat'l, Vintage & PeeWee Tracks 8:00am till Dusk |
| Sat., Sept. 30 | MX Practice on Nat'l, Vintage & PeeWee Tracks 8:00am till 2:00pm |
| Sun., Oct. 1 | Off Road Car & Truck Race No MX Practice |

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OCTOBER 28TH & 29TH

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# EVENTS

**Dave Barrett left the competition picking sand out of their teeth at Too Much Fun's Tecate/Telcel La Playa Grand Prix at Catamar Sand Dunes, where he ran away with the 250cc Pro-class win.**

50 (5-8): 1. Daniel Estergard; 2. Duston Raffensparger; 3. Albert Estergard; 4. Ryan Best; 5. John Boyd.

60: 1. Dennis Jonon; 2. Jimmy Atherton; 3. Chris Blose; 4. Chris Bennett; 5. Ronnie Hookland.

80 (11-13): 1. Mike Blose; 2. Dustin Hamby; 3. Brian Cox.

80 (14+): 1. Travis Rackley; 2. Brian Schott; 3. Nick Fouts; 4. Sean Reese.

80 BEG: 1. Wes Holmes Jr.; 2. Andy Young; 3. Craig Bennett; 4. Kyle Beshaw; 5. Chris Bennett.

## Barrett bombards Baja GP

**By Scott Hoffman**

BAJA CALIFORNIA, MEXICO, AUG. 13

In convincing fashion, Pro-Circuit/AXO-backed David Barrett blasted the competition with sand en route to winning both motos in the 250 Pro class at Too Much Fun's Tecate/Telcel La Playa Grand Prix at Catamar Sand Dunes.

At the track that many consider the most exciting beach racing on the west coast, racers were treated to a fun-filled day of racing and Mexican hospitality.

In his first ride since his spectacular second-place finish behind Mike Healey at this year's Mammoth Mountain Motocross, Barrett looked as if he had been riding every day. Barrett grabbed the early lead while local favorite Billy McClintock sat back in second wondering how Barrett could ride so fast. Barrett rode the first lap as if he were in a 250 National, flying over bumps and jumping farther than anyone else all day. McClintock knew after the first lap that his goose was cooked and settled into his own pace. Back in third was Rich Truchinski, having gotten off the line late after his chain broke right before the start of the race.

Up front, Barrett was out front and riding his own race. At the finish, the winner was Barrett with a huge lead, followed by McClintock and Truchinski.

In moto two, McClintock pulled the holeshot while Barrett and Jeff Surwall followed. Surwall smoked the competition in the Vet class, so he decided to try his luck in the Pro class. McClintock held his own for the first half of lap one, but Barrett was all over his back just waiting for a hole to squeeze by. In the blink of an eye, Barrett found his way past McClintock and never looked back. McClintock held his own for a few laps, but Surwall, on a borrowed ultra-trick Honda CR 250, was moving in for the kill. Surwall dogged McClintock for a lap before motoring past to take second.

Back in fourth, Truchinski started the moto with the leaders, but a crash put him back in the pack so he decided to put on an aerial show for the locals.

Up front, Barrett didn't pull away as in the first moto, but was still able to cruise in with the moto win and the overall. Surwall took second but was not scored because he did not ride in the first moto.

In other race action, Brian Thomas took the win in the Open Novice class. Thomas roosted his CR500 past the likes of Dwight Demontomorency and Alegandio Morales on the way to back-to-back moto wins.

### Results

125 NOV: 1. Lino Morales (Kaw); 2. Rich Hausmeninger (Yam); 3. Manuel Gonzales (Kaw).

125 PRO: 1. Rodolfo Scuilla (Suz); 2. Victor Sansoval (Hon).

250 NOV: 1. Scott Hoffman (Kaw); 2. Raul Malter (Kaw); 3. Mario Mayans (Hon).

250 EX: 1. Jeff Surwall (Hon); 2. Marty Moats (Kaw); 3. Jeremy Toye (Hon).

250 PRO: 1. David Barrett (Yam); 2. Billy McClintock (Hon); 3. Rich Truchinski (Yam).

500 NOV: 1. Brian Thomas (Hon); 2. Dwight Demontomorency (Hon); 3. Alegandio Morales (Kaw).

VET: 1. Larry Gross (Yam); 2. George Rosenbaum (Yam); 3. Fernando Gilbert (Kaw).

## Velicky victorious at Canaan ST

**By Sabrina Wright**

CANAAN, NH, AUG. 19

Justin Velicky was the hottest rider in the 80cc class on a chilly evening during the Sideways Promotions-sponsored short track at Canaan USA Speedway.

The young rider grabbed the holeshot in his 80cc heat, taking off like a cannonball en route to victory, and then staged a repeat performance in the main event. Velicky races mostly in New York but has also run at Daytona, Michigan, and Maine in his second year of racing.

Justin's brother Josh Velicky gave Aaron Creamer a run for the money in the 125cc Amateur class. Velicky snared the holeshot in the heat race with Creamer gaining on him and passing for the lead at the halfway point. But Velicky would not give up easily, staying with Creamer till the end and earning second.

In the feature, Creamer was the leader off the line with Velicky right behind him and crowding him the whole way. Creamer held Josh Velicky off just long enough to win.

Morgan Coolbeth sneaked through traffic in the Open Pro feature, making his way past leader Mike Gurda. Coolbeth went on to win, followed closely by Gurda and Jim Myrick.

In the 50cc (4-6) class, Walter Komisarek went down low to snatch first from front-man Andy Reddington and cruised to the win. Komisarek is currently the NEDTS points leader in his class.

### Results

50 (4-6): 1. Walter Komisarek (Yam); 2. Andy Reddington (Yam); 3. Wes Crawford (Yam).

50 (7-8): 1. David Halliday (Yam); 2. Corey Silva (LEM).

60: 1. Thomas Newell (Kaw); 2. Donovan Lefevre (Kaw); 3. Lowell Carson (Kaw).

80: 1. Justin Velicky (Yam); 2. Thomas Newell (Kaw); 3. Eric Satterlee.

125 AM: 1. Aaron Creamer (Kaw); 2. Josh Velicky (Hon); 3. Eric Satterlee.

250 AM: 1. Don Prevost (Hon); 2. Aaron Creamer (Yam); 3. Richard Edwards (Suz).

250 PRO: 1. Jody Phelps (Hon); 2. Mike Gurda (Kaw); 3. Todd McDonald (Hon).

L/W VINT: 1. Eric Satterlee (Hon); 2. Butch Walsh (Yam); 3. John Martel.

H/W VINT: 1. Henry Landry (BSA); 2. Jim Miller (H-D); 3. Butch Walsh (Hon).

SR: 1. Jim Myrick (Rtx); 2. Henry Landry (Bul); 3. Rich Tischofer (Rtx).

S/SR: 1. Don Prevost (Hon); 2. Mike Magoon (Rtx); 3. John Laviolette (Hon).

OPEN AM: 1. Al Merchant (Hon); 2. Mark Dickens (Hon); 3. Aaron Creamer (Hon).

OPEN PRO: 1. Morgan Coolbeth (Rtx); 2. Mike Gurda (W-R); 3. Jim Myrick (Rtx).

# CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

### World Championship Road Race Series
9/17 Rio de Janeiro, Brazil, Rnd 12
9/24 Buenos Aires, Argentina, Rnd 13
10/8 Catalunya, Spain, Rnd 14

### World Championship Superbike Road Race Series
10/15 Sentul, Indonesia, Rnd 11
10/29 Phillip Island, Australia, Rnd 12

### World C'ship Individual Speedway Series
9/30 London, England, Rnd 6

### Trials des Nations
9/24 Piesting, Austria

### International Six Day Enduro
9/18-23 Jelenia Gora, Poland

### AMA Grand Nat'l C'ship Series
9/16 Rossburg, OH, Rnd 21
9/23 Knoxville, IA, Rnd 22
9/30 Sacramento, CA, Rnd 23
10/7 Pomona, CA, Rnd 24
10/15 Del Mar, CA, Rnd 25

### AMA Harley-Davidson 883 Dirt Track Series
9/23 Knoxville, IA, Rnd 14
9/30 Sacramento, CA, Rnd 15
10/7 Pomona, CA, Rnd 16
10/15 Del Mar, CA, Rnd 17

### AMA Regional Dirt Track C'ship Series
9/15 Hagerstown, MD, Rnd 12

### AMA National Championship Enduro Series
10/1 Turkey, TX, Rnd 7
10/15 Canton, IL, Rnd 8
10/29 Delaware City, DE, Rnd 9

### AMA Superbike Nat'l Championship Series
9/24 Chandler, AZ, Rnd 10

### AMA National Championship Hare Scrambles Series
10/8 Millfield, OH, Rnd 7
10/22 Lynnville, IN, Rnd 8
11/5 Kent, WA, Rnd 9

### AMA National Championship Hare & Hound Series
10/1 Reno, NV, Rnd 5
10/22 Johnson Valley, CA, Rnd 6

### AMA Nat'l Championship Hillclimb Series
9/17 Middlebury, IN, Rnd 11
9/24 Jefferson, PA, Rnd 12
9/30 Asheville, NC, Rnd 13
10/8 Oregonia, OH, Rnd 14

### AMA/Wiseco/Yamaha/Dunlop/Moose/ITP National Cross Country Series
9/17 Bunner Ridge, WV, Rnd 9
10/1 Jewett, OH, Rnd 10
10/15 Mt. Morris, PA, Rnd 11
10/29 Crawfordsville, IN, Rnd 12
Info 304/594-1157

### AMA/Prostar C'ship Drag Race Series
10/6-8 Bowling Green, KY
11/9-12 Gainesville, FL
Info 205/852-1101

### Championship Cup Pro-Am Series
**Florida Region**
9/15-17 Braselton, GA
* 10/21-22 Daytona, FL
12/9-10 Palm Beach Gardens, FL
**Great Lakes Region**
9/16-17 Grattan, MI
10/7-8 Grattan, MI
*10/21-22 Daytona, FL
**Mid-West Region**
*10/21-22 Daytona, FL
**Southeast Region**
9/15-17 Braselton, GA
9/30-10/1 Talladega, AL
*10/21-22 Daytona, FL
**Great Plains Region**
*10/21-22 Daytona, FL
**Mid-Atlantic Region**
9/15-17 Braselton, GA
*10/21-22 Daytona, FL
**Northeast Region**
9/16-17 Loudon, NH
10/7-8 Loudon, NH
*10/21-22 Daytona, FL
**Southwest Region**
9/16-17 Chandler, AZ
10/7-8 Chandler, AZ
*10/21-22 Daytona, FL
12/2-3 Chandler, AZ
*Race of Champions

### * WERA Sportsman Championship Series
**Mid-Atlantic Region**
10/7-8 Summit Point, WV
**Southeast Region**
9/30-10/1 Faulkville, GA
**North Central Region**
9/30-10/1 Mt. Meridian, IN
**South Central Region**
9/30-10/1 College Station, TX
Info 803/681-9372
* Tentative

### * WERA Grand National Final
10-11/15 Braselton, GA
Info 803/681-9372
* Tentative

### * WERA Nat'l Challenge Series
9/22-24 Talladega, AL, Rnd 9
10/11-15 Braselton, GA, Rnd 10
Info 803/681-9372
* Tentative

### Sunoco Formula USA Series
10/13-15 Braselton, GA, Rnd 5
Info 916/582-1061
* EBC Triple Crown Round

### * WERA Nat'l Vintage Series
9/30 Mt. Meridian, IN, Rnd 23
9/30 Faulkville, GA, Rnd 24
10/1 College Station, TX, Rnd 25
10/7 Summit Point, WV, Rnd 26
10/10-11 Braselton, GA, Final
Info 803/681-9372
* Tentative

### North American Super Bike Series
9/15-17 Braselton, GA
10/6-8 Loudon, NH
10/20-22 Daytona, FL

### AHRMA Historic Cup Series
9/16 Steamboat Springs, CO
10/13-15 Talladega, AL
Info 715/842-9699

### AHRMA SOS/BOT/BEARS Series
10/13-15 Talladega, AL
Info 715/842-9699

### AHRMA Vintage Iron National MX Series
9/15 Steamboat Springs, CO
10/22 Hollister, CA
Info 715/842-9699

### AHRMA Classic Bike Magazine Dirt Track Series
9/13 Hayden, CO
9/30 Park Hills, MO
Info 715/842-9699

### AHRMA British Bike Magazine Trials Series
9/14 Steamboat Springs, CO
10/1 Park Hills, MO
10/21 Hollister, CA
Info 715/842-9699

### AHRMA Vintage Enduro Series
10/1 Fairville, NY
10/15 Chadwick, MO
Info 715/ 842-9699

### AHRMA West Regional MX Series
9/24 Fernley, NV
10/8 Pala, CA
10/22 Hollister, CA
11/5 Tulare, CA

### AHRMA So. Cal. MX Series
10/8 Pala, CA

### AHRMA Nor. Cal. MX Series
9/24 Fernley, NV
10/22 Hollister, CA

### NETRA C'ship Enduro Series
9/17 Wrentham, MA
10/1 Adams, MA
10/22 Chester, CT
11/5 Stafford, CT

### NETRA Championship Hare Scrambles Series
9/17 Fishouse, NY
9/24 W. Greenwich, RI
10/8 Petersburg, NY
10/15 Assonet, MA
10/29 Temple, NH
11/12 Barkhamsted, CT
11/19 Newburgh, NY

### NETRA Turkey Run Series
10/8 Washington, MA
10/15 Winchendon, MA
10/29 Central Village, CT

### NETRA Championship Junior Enduro Series
9/16 Fishouse, NY
9/30 Brimfield, MA
10/14 Assonet, MA

### SERA Enduro Series
9/17 Rockford, AL
10/8 Jemison, AL
11/5 Maplesville, AL

### SERA Hare Scrambles Series
9/30 McComb, MS
10/22 Tupelo, MX
12/3 Maplesville, AL
1/21 Maplesville, AL
2/4 New Augusta, MS
2/1 Wiggins, MS

### ECEA C'ship Enduro Series
9/17 Brandonville, PA
9/24 New Lisbon, NJ
*10/29 Delaware City, NJ
11/5 New Gretna, NJ
11/12 Warren Grove, NJ
* National Enduro
Info 717/865-0601

### ECEA C'ship Hare Scrambles Series
10/8 Mauricetown, NJ
11/19 Greenback, NJ
Info 717/865-0601

### ECEA Dual Sport Series
10/1 Indian Mills, NJ
10/15 Suffolk Co., NY
10/22 New Philadelphia, PA
Info 717/865-0601

### * Broz Financial Ltd. Vintage Classics VIII Dirt Track Series
9/16 Wilmar, MN
9/22 Knoxville, IA
9/23 Freeport, IL
* Tentative

### SETRA Championship Hare Scrambles Series
9/24 Madison, GA
10/22 Union, SC
11/12 Bybee, TN
11/19 Dahlonega, GA
12/3 Elgin, SC
12/10 Madison, GA
1/7 Greensboro, GA
1/21 Pine Mountain, GA
2/4 Willington, SC
2/11 Johnsonville, SC
3/17 Buena Vista, GA
Info 706/ 458-1328

### SETRA C'ship Enduro Series
9/17 Clanton, AL
10/8 Jemison, AL
10/15 Cochran, GA
10/28 Tallahassee, FL
11/5 Maplesville, AL
1/14 Charleston, SC
1/28 Wedgefield, SC
3/3 Pelion, SC
3/7 Daytona Beach, FL
3/10 Greensboro, GA
3/31 Lenior, NC
5/5 Olustee, FL
5/19 Clanton, AL
Info 910/712-0605

### Black Jack Enduro Circuit
10/15 Chadwick, MO
10/29 Tulsa, OK

### EEA Eastern Championship Enduro Series
9/24 Brandonville, PA
10/8 Princeton, KY
11/5 Maplesville, AL
Info 706/376-5232

### RMEC C'ship Enduro Circuit
9/24 Cloudcroft, NM
10/1 Turkey, TX
Info 307/742-4136.

### New York State C'ship Hare Scrambles Series
9/24 Fairville, NY
10/1 South Edmonsten, NY

### North Eastern Cross Country Series
9/24 Newark, NY
10/1 South Edmonsten, NY
Info 716/933-7230 or 716/335-2692

### AMA Hot Summer Nights C'ship MX Series
9/16 Calhoun, GA
9/30 Gray, TN
10/7 Huntsville, TN
615/573-5425


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| | | |
|---|---|---|
| Sept. 3 | Warm-up Race | Hillbilly Hills MX |
| Round 1 | Sept. 10 | Echeconne MX |
| Round 2 | Sept. 17 | Lazy River MX |
| Round 3 | Sept 24 | Bremen MX |
| Round 4 | Oct. 1 | Hillbilly Hills MX |
| Round 5 | Oct. 8 | Paradise MX |
| Round 6 | Oct. 15 | Lazy River MX |
| Round 7 | Oct. 29 | Bremen MX |
| Round 8 | Nov. 5 | Hillbilly Hills MX |
| Round 9 | Nov. 12 | Paradise MX |
| Round 10 | Nov. 26 | Echeconne MX |

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**For Information Contact:**

| | | |
|---|---|---|
| Bremen MX | King Kelly | 770/941-8464 |
| Paradise MX | Donnie Banks | 912/745-3946 |
| Lazy River MX | Greg Roberts | 706/278-1620 |
| Hillbilly Hills MX | Marty Martin | 912/788-0413 |
| Echeconne MX | Harold Bone | 912/788-8227 |

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10:30 Senior/Super Senior/Magnum
11:45 Vet. Expert/Amateur
1:00 Vet. Novice/Beginner
2:30 Team Race (One Bike & Two Riders)
SUNDAY, OCT. 1ST
8:30 PeeWees (10 years & Under/0-50cc)
9:00 Kids Ride (11 years & Under/60-80cc)
10:00 Vintage/Classic/4-Stroke Dual Sport
11:15 Open (251cc & up) All
12:30 Women/Dist Mini's/0-175cc
1:45 250cc All

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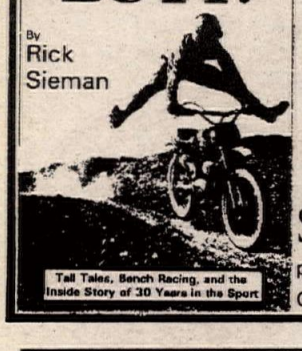
MONKEY BUTT!

By Rick Sieman

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MOTOCROSS RACING AT ITS FINEST



SRA GP California Schedule

| Members | Non Members |
|---|---|
| Sunday, September 24 | Carlsbad |
| Sunday, October 22 | Carlsbad |

Info (714) 957-2985



*Tell them you saw it in* CYCLE NEWS



CRC California Race Schedule

100% PRO PAYBACK

| | | |
|---|---|---|
| Sat., Sept. 16 | CRC Night MX | L.A.C.R. |
| Sat., Sept. 23 | CRC Night MX | L.A.C.R. |
| Sat., Sept. 30 | CRC Night MX | L.A.C.R. |
| Sun., Oct. 1 | No Race | L.A.C.R. |
| Sun., Oct. 8 | CRC MX - Sponsorship Series | L.A.C.R. |

Wednesday Practice • 4 p.m.-9 p.m.
Friday Practice • 4 p.m.-9 p.m. L.A.C.R.
CRC Info (805) 272-8889


# CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

**Mid East Hare Scrambles Series**
9/24 Greer, SC
10/8 Lancaster, SC
10/22 Grover, NC

**Virginia C'ship Hare Scramble Series**
9/17 Middleborrk, VA
10/1 Martinsville, VA
10/15 Newport News, VA
10/22 Columbia, VA
11/5 Surry, VA
Info 804/255-4620

**United States Central Regional Trials C'ship Series**
10/7-8 Muenster, TX
10/21-22 Tulsa, OK
11/4-5 Wichita, KS
11/18-19 Pampa, TX

**Carolina Virginia Observed Trials Club Series**
9/24 Axton, VA
10/15 Belews Creek, NC
11/5 Bunn, NC
Info 910/773-0742

**Arkansas Hare Scrambles Championship Series**
9/17 Maynard, AR
10/8 Amity, AR
11/5 Bee Branch, AR
Info 501/890-6346

**KORR Hare Scrambles Championship Series**
10/15 Arkansas City, KS
11/5 Newton, KS
11/12 Sterling, KS
Info 316/942-6527

**KORR Motocross Championship Series**
9/17 Arkansas City, KS
10/1 Sterling, KS
10/29 Marion, KS
Info 316/942-6527

**ATA Trails Series**
9/17 Cactus Flats, CA
10/8 San Gabriel, CA
10/29 McCain Valley, CA
11/26 Lucerne Valley, CA
Info 213/259-6631

**NMRA Drag Race Series**
10/7 Phoenix, AZ
11/11 Palmdale, CA
Info 818/367-4117

**Canadian Supercross Series**
9/23 Montreal, Quebec
Info 416/363-9035

**Golden Crown of Baja Off Road Desert Series**
10/6-8 Gran Carrera de Sonora San Luis Rio Colo., Son., Mex.
12/15-17 Grand Carrera de Campeones San Felipe, B.C., Mex.
Info 818/340-5750

**Gran Prixs de Baja Series**
11/3-4 Baja Malibu Grand Prix Rosarito Beach, B.C., Mex.
Info 818/340-5750

**LaPlaya MX/GP Series**
10/1 Rosarito, Mex.
12/3 Rosarito, Mex.
Info 011/52-661-22525

**Tecate International Supercross Series**
10/1 Guadalajara, Mex.
10/4 Puerto Vallarta, Mex.
10/8 Monterrey, Mex.
Info 011/528-378-1521

**No. Calif. Mini Road Racing Assoc. Series**
9/16-17 Sacramento, CA
9/30-10/1 Sacramento, CA
11/4-5 Sacramento, CA
11/18-19 Sacramento, CA
Info 916/722-5517

**CMRRA 50cc-125cc C'ship Road Race Series**
9/23-24 Phoenix, AZ
10/8 Perris, CA
11/12 Perris, CA
11/25-26 Rosamond, CA
12/9-10 Perris, CA
Info 909/674-5357

**MAMRRA YSR C'ship 50cc-86cc Series**
9/24 New Bloomfield, PA
10/8 New Bloomfield, PA
10/28 Hampton, VA
Info 804/484-4688

**SRAC State C'ship Series**
9/17 Pueblo, CO
9/24 Cheyenne, WY
10/1 Colorado Springs, CO
10/7-8 TBA

**NESC C'ship Motocross Series**
9/17 Middleboro, MA
9/23 Lewiston, ME
9/24 Lewiston, ME
10/1 Southwick, MA
10/8 Middleboro, MA
10/15 Central Village, CT
10/22 Southwick, MA
10/29 Middleboro, MA
11/5 Middleboro, MA
Info 413/772-0685

**New England Trials Association Series**
10/1 Chepachet, RI
10/15 W. Greenwich, RI
Info 203/889-5327

**World Sports Florida Gold Cup Series**
9/24 Gainesville, FL
10/1 Dade City, FL
10/8 Ocala, FL
10/15 Dade City, FL
10/22 Ocala, FL
10/29 Gainesville, FL

**Yamaha/McDonald's/Fox Pee Wee C'ship Series**
10/6 Orlando, FL
10/20 Orlando, FL

**Tucker Rocky Florida Mini-Cycle C'ship Series**
9/29 Orlando, FL
10/27 Orlando, FL

**Tucker Rocker Central Florida MC Dealers Series**
9/29 Orlando, FL
10/27 Orlando, FL

**South Florida Summer MX Championship Series**
9/17 Orlando, FL
10/1 Ona, FL

**AMA Fall Classic Motocross Series**
9/17 Buchanan, MI
9/24 Danville, VA
10/1 Englishtown, NJ
10/8 Casey, IL
10/15 London, KY
10/22 Blountville, TN

**AMA Mega Series**
10/14-15 London, KY
10/21-22 Blountville, TN
Info 615/323-5497

**AMA No. California Cross Country Series**
9/17 Fernley, NV
10/1 Sparks, NV
11/5 Sacramento, CA
11/19 Willseyville, CA
11/25 Fallon, NV
Info 408/294-3438

**AMA No. California Enduro C'ship Series**
10/15 Redding, CA
10/22 Stonyford, CA
10/29 Grizzly Flats, CA
11/4 Upper Lake, CA
11/12 Stonyford, CA
11/19 Ballinger Canyon, CA
Info 916/624-7407

**AMA No. California Family Enduro Series**
11/11 Foresthill, CA
11/19 Stonyford, CA
Info 415/726-5955

**Texas Cross Country Racing Assoc. C'ship Series**
9/24 Montague, TX
10/8 Era, TX
10/22 Killeen, TX
11/5 Hamilton, TX
Info 214/394-9168

**Missouri Hare Scrambles C'ship Series**
9/17 Smithville, MI
9/24 Columbia, MI
9/30-10/1 Park Hills, MI
10/29 Festus, MI
Info 314/392-2475

**Kansas Hare Scrambles Championship**
10/8 Carbondale, KS
10/22 Westmoreland, KS
11/12 Carbondale, KS
11/26 Carbondale, KS
Info 913/836-9171

**Sloan Yamaha/U.S. C'ship Team Hare Scramble Series**
9/24 Waverly, TN
Info 615/790-3639 or 615/662-2124

**AMA/ District 10 C'ship Hare Scramble Series**
9/17 Bedford, KY
Info 606/472-3442

**OCCRA Cross Country Series**
9/24 Lake Draper, OK
10/8 Erick, OK
10/22 Stillwater, OK
11/12 Hallet, OK
Info 405/376-6849

**Tucker Rocky Silkolene Southeastern Trials Rider Assoc. Series**
9/30-10/1 Atlanta, GA
10/21-22 Jasper, TN
Info 404/463-4390

**Texas State Championship MX Series**
9/24 Tyler, TX
10/8 Tyler, TX
10/22 Tyler, TX
10/28-29 Tyler, TX
Info 903/882-4215

**AHRMA Southwest/Texas Region Fall C'ship Series**
9/24 Tyler, TX
10/15 San Antonio, TX
11/5 Lake Whitney, TX
11/26 Tyler, TX
Info 713/361-2936 or 713/497-3366

**AHRMA Southeastern Regional Trials Series**
9/30 Monroe, GA
10/28 Palmetto, GA
Info 404/463-4390

**MRAN Off-Road C'ship Series**
10/8 Boulder City, NV
10/29 Beatty, NV
Info 702/437-6726

**OMRRA Road Race Series**
9/24 Portland, OR
10/15 Portland, OR
Info 503/221-1487

**RAM C'ship Road Race Series**
10/8 Coos Bay, OR
Info 503/269-2474

**WSMC Road Race Series**
9/16-17 Rosamond, CA
10/14-15 Rosamond, CA
11/18-19 Rosamond, CA
12/16-17 Rosamond, CA
Info 805/256-1234

**Over the Hill Gang National Championship Series**
9/16-17 Hollister, CA
10/14-15 Adelanto, CA
11/11-12 Turlock, CA
Info 408/272-1519 or 310/864-6875

**Motorcycle Asphalt Racing Series**
9/29 Asheville, NC
10/28 Charleston, SC
Info 803/626-7959

**AMA Dual Sport Trail Ride Series**
9/13-16 Steamboat Springs, CO
10/7-8 Mt. Solon, VA
10/7-8 Angels Camp, CA
10/14-15 McArthur, OH
10/21-22 Elizabeth, WV
10/21-22 Grand Canyon, AZ
11/24-25 LA-Las Vegas

**AMA/District 37 Dual Sport Ride Series**
9/23-24 Bishop, CA
10/1 Big Bear Lake, CA
10/14-15 N. Palm Springs, CA
10/29 Hesperia or Lucerne Valley, CA
11/12 Riverside, CA
11/24-25 *LA-Barstow-Las Vegas
11/26 Las Vegas, NV
12/10 Newhall, CA
*National Trail Ride Series event
Info 818/249-2141

**Appalachian Dual Sport Series**
9/23 Glouster, OH
10/21-22 Parkersburg, WV
Info 304/292-2122, 304/594-1157

**Rocky Mtn. Dual Sport Series**
9/13-16 *Steamboat Springs, CO
*National Trail Ride Series event
Info 303/697-8382

**Georgia Fall MX Series**
9/17 Dalton, GA

9/24 Breman, GA
10/1 Roberta, GA
10/8 Macon, GA
10/15 Dalton, GA
10/29 Breman, GA
11/5 Roberta, GA
11/12 Macon, GA
11/26 Macon, GA
Info 912/788-0413

**GFI Fall MX Series**

**South Region**
9/24 Perris, CA
10/8 San Bernardino, CA
10/22 Palmdale, CA
11/5 Perris, CA

**North Region**
9/17 Brentwood, CA
10/1 Madera, CA
Info 909/684-6996

**CMC Trans-Cal National MX Series**

**South Region**
9/17 Adelanto, CA
10/1 San Jacinto, CA
10/15 Ramona, CA
10/29 Palmdale, CA

**North Region**
9/23 Marysville, CA
10/7 Sacramento, CA
10/21 Chico, CA

**Oregon Region**
9/17 Eugene, OR
9/24 Albany, OR

**Showdown**
11/4 TBA
11/5 TBA
Info 619/246-7262

**CMC Copper State MX Classic Series**
9/16 Cottonwood, AZ
9/23 Glendale, AZ
10/7-8 Sierra Vista, AZ
10/22 Eloy, AZ
10/29 Peoria, AZ
11/24-25 Glendale, AZ
Info 602/849-1572

**Northwest 883 Twins Series**
9/23-24 Portland, OR
10/22 Kent, WA
Info 604/585-HAWG

**SEPTEMBER**

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| 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| 17 | 18 | 19 | 20 | 21 | 22 | 23 |
| 24 | 25 | 26 | 27 | 28 | 29 | 30 |

**OCTOBER**

| S | M | T | W | T | F | S |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| 15 | 16 | 17 | 18 | 19 | 20 | 21 |
| 22 | 23 | 24 | 25 | 26 | 27 | 28 |
| 29 | 30 | 31 | | | | |

• DENOTES PRO PAYBACK

## Fri, Sept 15

• DELAWARE SHORT TRACK - Delaware Motorsports Inc., Delaware Short Track Championship Series, Seaford Speedway, Seaford. Info: 302/422-6066.

GEORGIA MOTOCROSS - Thunder Creek MX, High Falls. Info: 912/994-6630.

MICHIGAN MOTOCROSS - Midwest Racing Association, Milan Cycle City, Milan. Info: 313/289-2100.

• OHIO DIRT TRACK - Joe's Iron Horse/D&B Racing, 1/2 mile Pro-Am, Mercer Co. Fairgrounds, Celina. Info: 419/991-8124.

• OHIO MOTOCROSS - AMA/American Motosports Inc, Guernsey County Fair, Old Washington. Info: 614/596-2057.

• TENNESSEE MOTOCROSS - Northeast Tennessee Raceway, Greeneville. Info: 615/234-0772.

TEXAS MOTOCROSS - Terry D. Cordray, Mosier Valley Motocross Park, Euless. Info: 817/540-0815.

## Sept 16-17

• CALIFORNIA ROAD RACE - Willow Springs Motorcycle Club, Willow Springs Int'l Raceway, Rosamond. Info: 805/256-1234.

CALIFORNIA MOTOCROSS - Over the Hill Gang - Bay area/Motowest Racing, National & support, Hollister Hills, Hollister. Info: 310/864-6875, 408/238-8208 or 425/587-8678.

GEORGIA ROAD RACE - NASB/Road Atlanta, Road Atlanta, Braselton. Info: 404/867-6143.

INDIANA DRAG RACE - AMRA, 9th Annual Indiana All Harley Drags National, US41 International Raceway, Morocco. Info: 708/250-0838.

## Sat, Sept 16

• ARIZONA MOTOCROSS - CMC, Copper State Classic - Rnd 1, Cottonwood. Info: 602/849-1572.

• CALIFORNIA SPEEDWAY - International Speedway, Coors Light U.S. National Championship, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933.

• CALIFORNIA MOTOCROSS - Rojo Productions, Saturday Night Racing Series, Starwest Supercross Park, Moreno Valley. Info: 909/657-8845 or 909/943-4535.

• CALIFORNIA SHORT TRACK - AMA/Lodi M.C., Lodi. Info: 209/544-1027.

CALIFORNIA MOTOCROSS - U.S. Women's Team/OTHG Nationals, Hollister. Info: 714/754-7305.

• CALIFORNIA MOTOCROSS - CRC, Saturday Night Motocross, L.A. County Raceway, Palmdale. Info: 805/272-8889.

CALIFORNIA MOTOCROSS - Racing Enterprises Motorsports, Carlsbad Raceway, Carlsbad. Info: 619/484-1441.

• CALIFORNIA SHORT TRACK - San Diego Flattrack Assn., Barona Speedway, Ramona. Info: 619/464-1104.

• FLORIDA MOTOCROSS - County Line Raceway, Bradenton. Info: 941/755-8700.

• FLORIDA SUPERCROSS - West Florida Motocross Park, Milton. Info: 904/623-6038.

• GEORGIA MOTOCROSS - Calhoun MX, Calhoun. Info: 404/943-4935.

GEORGIA MOTOCROSS - Wings & Wheels, Bremen MX, Bremen. Info: 404/941-8464.

• GEORGIA MOTOCROSS - AMA/OnTrac, Hot Summer Nights Series, Calhoun Supercross, Calhoun. Info: 615/577-5364.

•INDIANA DIRT TRACK - AMA/Dist 15/Fast Track Racing, Summer Thunder Series, 1/2 mile, Converse Fairgrounds, Converse. Info: 219/486-7172.

• KENTUCKY MOTOCROSS - AMA/Yeiser Enterprises, Thorobred Series - double points, Bluegrass Motocross Park, Winchester. Info: 606/744-5916.

• MINNESOTA DIRT TRACK - AMA/VDTRA/Omar's Dirt Track Racing Inc., 3/8 mile Semi-Pro/Amateur/Youth, Kandiyohi County Fairground, Willmar. Info: 612/593-1283.

NEW YORK JUNIOR ENDURO - NETRA, Championship Series, Catra II Jr., Fishouse. Info: 203/875-5757.

• NORTH CAROLINA MOTOCROSS - Silver Creek Motocross, Morganton. Info: 704/584-8519.

OHIO MOTOCROSS - Midwest Racing Association, Delta Raceway, Delta. Info: 313/289-2100.

• OHIO SPEEDWAY - Bear Creek Speedway, Season Final, Canton. Info: 216/837-5694.

OHIO MOTOCROSS - AMA/Dist 11/Dirt Country, Blanchester. Info: 513/791-8970.

OHIO MOTOCROSS - AMA/District 11/Honda Hills, Linville. Info: 614/323-3766.

• OKLAHOMA MOTOCROSS - RBH Inc., Summer Series, Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.

• PENNSYLVANIA SHORT TRACK - AMA/Armin Hostetter/Trail-Way Speedway, Hanover. Info: 717/359-4310.

SOUTH CAROLINA MOTOCROSS - Kilgore Moto-Sports, I-95 Motocross, Hardeeville. Info: 803/783-2408.

• TENNESSEE ARENACROSS - KTMXA/Paris Dirttrackers Inc., 5th Annual Tenn. State Championship, Henry Co. Fairgrounds, Paris. Info: 901/642-0511.

• WASHINGTON MOTOCROSS - AMA, 125/250 National Championship, Washougal Motocross Track, Washougal. Info: 503/673-1671.

## Sun, Sept 17

ARKANSAS HARE SCRAMBLES - Championship Series, Old Supply Road, Maynard. Info: 501/890-6346.

CALIFORNIA OFF ROAD - San Diego County Sports Committee Inc./D-38/FRT, The Stuart Engineering Desert Sprint, Plaster City east BLM open area, El Centro. Info: 619/427-5759.

CALIFORNIA SHORT TRACK - Budweiser Racing, Plaza Park Raceway, Visalia. Info: 209/651-5114.

• CALIFORNIA MOTOCROSS - CMC, Trans-Cal MX Nationals - Rnd 1 South, Sunrise Valley Raceway, Adelanto. Info: 619/246-7262.

• CALIFORNIA MOTOCROSS - California Motocross Association, GFI Fall Series North - Rnd 3, Madera Raceway, Madera. Info: 209/673-8080.

CALIFORNIA ENDURO - Checkpoint Enduro M.C./D-37, Bad Mountain Enduro, Lake Arrowhead. Info: 310/925-0443.

CALIFORNIA OBSERVED TRIALS - AMA/American Trials Assoc./Plonkers Trials Club, Catus Flats, Big Bear. Info: 213/259-6631.

• FLORIDA MOTOCROSS - ProSports USA, South Florida Motocross Summer Series, Orlando MX Park, Orlando. Info: 407/333-2356.

• FLORIDA MOTOCROSS - Double A Promotions, Hilliard MX, Jacksonville. Info: 904/268-2376

ILLINOIS ENDURO - AMA/Dist 17/Cahokia Creek Dirt Riders, Mt. Olive. Info: 217/627-2459.

• INDIANA DIRT TRACK & BIKE SHOW - South Spencer Jaycees/Sons of American Legion, 1/2 miles, Rockport City Park, Rockport. Info: 812/359-5745 or 649-4743.

• KANSAS MOTOCROSS - K.O.R.R. Championships, Sprockets II River track, Arkansas City. Info: 316/636-5113.

KANSAS TT SCRAMBLES - KMSA/Midstates Dirt Racers Assoc., Westmoreland. Info: 913/776-1888 or 286-0567.

• LOUISIANA OVAL & TT OUTLAW - Swampland Raceway, Grand Prairie. Info: 318/363-3734.

• MASSACHUSETTS MOTOCROSS - New England Sports Committee, Middleboro. Info: 413/772-0685.

MASSACHUSETTS ENDURO - NETRA, Championship Series, King Philip West, Wrentham. Info: 203/875-5757.

MASSACHUSETTS HILLCLIMB - AMA/New England Hillclimbers Assoc. Inc., Monson. Info: 413/2267-4713.

MISSOURI HARE SCRAMBLES - P.C.T.R.A., Smithville. Info: 314/392-2475.

• NEBRASKA MOTOCROSS - Outlaw MX Series, White Sands Raceway, Ashland. Info: 913/456-2516.

• NEVADA MOTOCROSS - On Trac Events, Silverstate Motocross, Carson City. Info: 702/267-4392.

• NEW MEXICO MOTOCROSS - AMA/New Mexico Competition Club, East Mountain Sports Park, Moriarty. Info: 505/888-7312. or 505/896-0200.

NEW YORK HARE SCRAMBLES - NETRA, Championship Series, Catra II, Fishouse. Info: 203/875-5757.

NEW YORK OBSERVED TRIALS - AMA/D-4, Oneonta. Info: 315/697-8890.

NEW YORK SHORT TRACK - Electric City Riders M.C., Schenectady. Info: 518/374-7979 or 518/274-4318.

• NEW YORK MOTOCROSS - W.N.Y.S.C., 6th Annual Scott USA Day, Hunt Moto Park, Hunt. Info: 716/476-2697.

• NEW YORK MOTOCROSS - Claverack MX/Hunter Yamaha, Claverack MX Track, Claverack. Info: 518/828-6149.

• NORTH CAROLINA SUPERCROSS - N.A.M.E., Under the Lights Series, Rolling Hills Cycle Park, Reidsville. Info: 910/342-4492.

OHIO MOTOCROSS - Midwest Racing Association, Dealers Challenge/Suzuki Contingency, Delta Raceway, Delta. Info: 313/289-2100.

• OHIO MOTOCROSS - Kenworthy's G.P. Club, amateur, Troy. Info: 513/335-4763.

• OHIO MOTOCROSS - CRA, Malvern

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Kawasaki KX80 Giveaway

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Practice ..... 4:30 - 6:30 pm
Racing ..... 7:00 pm

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125 & 250
NOVICE
500, 250, 125
BIKES
80cc, 60cc, 50cc
OPEN QUAD
Novice/Pro

LEE'S Honda Kawasaki Polaris
HOLIDAY Quality Foods
Budweiser King of Beers

Races Fees:
Pit Pass ..... $10
(Pre-registered) includes pit pass
Pee Wee ..... $20
Novice/Amateur ..... $30
Pros ..... $40
(Day of Race) includes pit pass
Novice/Amateur ..... $40
Pros ..... $50

Pay off schedule for both classes
125 cc and 250cc
1st ..... $1,000
2nd ..... $500
3rd ..... $300
4th ..... $225
5th ..... $150
6th ..... $100
7th ..... $75
8th, 9th & 10th .... $50

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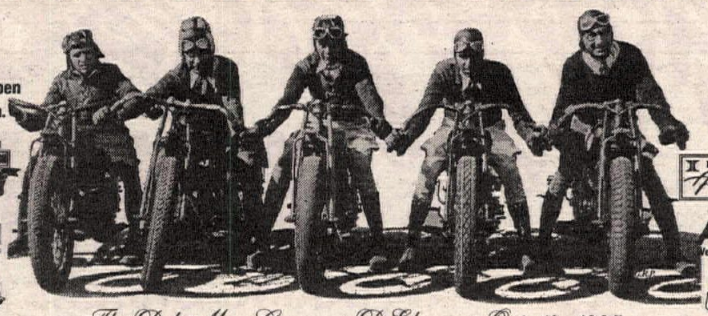
OCTOBER 15, 1995



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Saturday, September 30, 1995
For pre-entry Info: (502) 928-4034



GFI RACING
(909) 684-6996
A Rider For the Riders

| | | |
|---|---|---|
| Wed., Sept. 13 | GFI Wednesday Practice Day (2-7pm) | Perris |
| Sat., Sept. 16 | GFI Saturday Practice Day (10-3 pm) | Perris |
| Wed., Sept. 20 | GFI Wednesday Practice Day (2-7pm) | Perris |
| Sat., Sept. 24 | GFI Fall Series - Round 2 | Perris |

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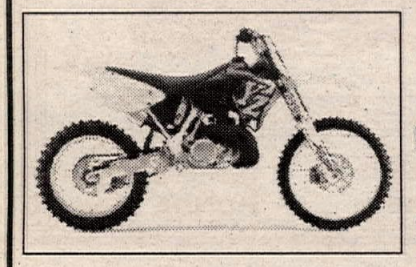
Thousand Oaks YAMAHA



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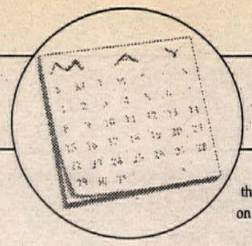

# CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

Motocross Park, Malvern. Info: 216/262-4945.

OHIO ENDURO - Hocking Valley Motorcycle Club, Logan. Info: 614/837-1620.

• OREGON MOTOCROSS - CMC, Trans-Cal MX Nationals - Rnd 2 Pacific Northwest, Eugene MX Park, Eugene. Info: 503/686-0661.

PENNSYLVANIA MOTOCROSS - Sleepy Hollow Motocross, Fredericksburg. Info: 717/273-1180 or 717/273-9212.

• TENNESSEE MOTOCROSS - AMA/Christiana Raceway, Christiana Raceway, Christiana. Info: 615/896-3245.

TEXAS MOTOCROSS - Mosier Valley Motocross Park, Euless. Info: 817/540-0815.

TEXAS CROSS COUNTRY - Quitman Speedway, Quitman. Info: 903/967-2325.

TEXAS ENDURO - The Trail Riders of Houston/Texas State Championship Enduro Circuit, New Waverly. Info: 713/376-4726 or 910-3131.

VERMONT MOTOCROSS - Vermont Motocross Association, Championship Series, Rider Hill MX Park, Derby. Info: 802/479-9307 or 802/525-3864.

WASHINGTON MOTOCROSS - AMA, Washougal Motocross Track, Washougal. Info: 503/673-1671.

• WASHINGTON FLAT TRACK - AMA/Dist 27/Tacoma M.C./SHP, Summer Short Track Series, Thurston Co. ORV Park, McCleary. Info: 360/736-2374.

• WASHINGTON MOTOCROSS - CMC/Squisher Racing, Horn Rapids ORV, Richland. Info: 509/837-3595.

WEST VIRGINIA CROSS COUNTRY - AMA/Dist 5/Racer Productions, Sr-Vet Nationals, Hardrock, Fairmont. Info: 304/594-1157.

## Mon, Sept 18

• OHIO MOTOCROSS - AMA/American Motosports Inc., Tuscarawas County Fair, Dover. Info: 614/596-2057.

## Tues, Sept 19

• OKLAHOMA MOTOCROSS - RBH Inc., Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.

## Wed, Sept 20

CALIFORNIA DRAG RACE - NHRA, Street Machine Drags, Sacramento Raceway, Sacramento. Info: 916/363-2653.

MICHIGAN MOTOCROSS - Midwest Racing Association, Milan Cycle City, Milan. Info: 313/289-2100.

## Fri, Sept 22

• DELAWARE SHORT TRACK - Delaware Motorsports Inc., Delaware Short Track Championship Series, Seaford Speedway, Seaford. Info: 302/422-6066.

GEORGIA MOTOCROSS - Thunder Creek MX, High Falls. Info: 912/994-6630.

MICHIGAN MOTOCROSS - Midwest Racing Association, Milan Cycle City, Milan. Info: 313/289-2100.

• TENNESSEE MOTOCROSS - Northeast Tennessee Raceway, Explosion Night, Greeneville. Info: 615/234-0772.

TEXAS MOTOCROSS - Terry D. Cordray, Mosier Valley Motocross Park, Euless. Info: 817/540-0815.

## Sept 23-24

CANADA ROAD RACE - CMA/ASM, Mosport Park, Ontario. Info: 514/582-4051.

INDIANA OBSERVED TRIALS - AMA/Dist 15/Stoney Lonesome M/C, Columbus. Info: 812/342-4411.

IOWA OBSERVED TRIALS - AITRA, Anamosa. Info: 319/277-6179.

MICHIGAN MOTOCROSS - Baja Acres, Millington. Info: 517/871-3356.

MINNESOTA ROAD RACE - Central Roadracing Association, Brainerd International Raceway, Brainerd. Info: 612/332-4070.

• VIRGINIA MOTOCROSS - AMA/Birch Creek Motosports Inc., Fall Classic, Danville. Info: 804/836-3633.

## Sat, Sept 23

ALABAMA MOTOCROSS - Alabama Motocross Racer's Assoc., Ironman MX Park, Warrior. Info: 205/663-0963.

• CALIFORNIA MOTOCROSS - Rojo Productions, Saturday Night Racing Series, Starwest Supercross Park, Moreno Valley. Info: 909/657-8845 or 909/943-4535.

• CALIFORNIA SHORT TRACK - AMA/Lodi M.C., Lodi. Info: 209/544-1027.

CALIFORNIA ANTIQUE BIKE SHOW & SWAP MEET - AMA/Vintage Cycle Rally, El Camino College, Torrance. Info: 805/733-1137.

• CALIFORNIA MOTOCROSS - CRC, Saturday Night Motocross, L.A. County Raceway, Palmdale. Info: 805/272-8889.

CALIFORNIA MOTOCROSS - Racing Enterprises Motorsports, Carlsbad Raceway, Carlsbad. Info: 619/484-1441.

• CALIFORNIA MOTOCROSS - CMC, Trans-Cal MX Nationals - Rnd 2 North, Riverfront Park, Marysville. Info: 916/695-2727.

• CALIFORNIA MOTOCROSS - Kern Kiwanis/Local News Network, 1st Annual Kiwanis Benefit Motocross, Bakersfield Speedway, Bakersfield. Info: 805/327-1172 or 399-1356.

• CALIFORNIA SUPERCROSS - Checker Flag Promotions/Lee's Honda Kawasaki/Holiday Quality Foods, 2nd Annual Supercross Challenge, Shasta District Fairgrounds, Anderson. Info: 916/347-6686.

• CALIFORNIA SPEEDWAY - International Speedway, California State Sidecar Speedway C'ship, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933.

• CALIFORNIA MOTOCROSS - Hanford MX Assc., Hanford Fairgrounds, Hanford. Info: 209/585-0664.

• FLORIDA MOTOCROSS - County Line Raceway, Bradenton. Info: 941/755-8700.

• GEORGIA MOTOCROSS - Calhoun MX, Calhoun. Info: 404/943-4935.

GEORGIA MOTOCROSS - Wings & Wheels, Bremen MX, Bremen. Info: 404/941-8464.

• IDAHO DIRT TRACK - Lemhi County Motorsports, Salmon Valley Fairgrounds, Salmon. Info: 208/756-6433.

• KENTUCKY DIRT TRACK - Paducah Dirt Riders, 1/4 mile, Paducah. Info: 502/444-6438.

• MAINE MOTOCROSS - New England Sports Committee, Lewiston. Info: 413/772-0685.

• NEW YORK MOTOCROSS - AMA, Broome-Tioga Sports Center, Binghamton. Info: 607/648-4997.

NORTH CAROLINA MOTOCROSS - 226 MX, Marion. Info: 704/652-3758.

OHIO MOTOCROSS - Midwest Racing Association, Delta Raceway, Delta. Info: 313/289-2100.

• OHIO MOTOCROSS - CRA, Malvern Motocross Park, Malvern. Info: 216/262-4945.

• OKLAHOMA MOTOCROSS - RBH Inc., Summer Series, Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.

• PENNSYLVANIA SHORT TRACK - AMA/Armin Hostetter/Trail-Way Speedway, Hanover. Info: 717/359-4310.

• SOUTH DAKOTA DIRT TRACK - AMA/Jackpine Gypsies M.C., Jackpine Gypsies Clubgrounds, Sturgis. Info: 605/347-3418.

## Sun, Sept 24

CALIFORNIA ROAD RACE - AFM, Sears Point Raceway, Sonoma. Info: 510/796-7005.

• CALIFORNIA MOTOCROSS - CMMC, Barona Oaks Raceway, Ramona. Info: 619/467-0474.

CALIFORNIA SHORT TRACK - Budweiser Racing, Plaza Park Raceway, Visalia. Info: 209/651-5114.

CALIFORNIA SHOW - Intershow, 2nd Annual All-American Motorcycle Show, Oak Canyon Park, Orange. Info: 714/364-9249.

CALIFORNIA GRAND PRIX - SRA, Carlsbad Raceway, Carlsbad. Info: 714/957-2985.

• CALIFORNIA MOTOCROSS - GFI Racing, Fall Series - Rnd 2, Perris Raceway, Perris. Info: 909/684-6996.

CALIFORNIA GRAND PRIX - SRA, Carlsbad Raceway, Carlsbad. Info: 714/957-2985.

CANADA MOTOCROSS - Midwest Racing Association, Leamington Raceway, Leamington, Ontario. Info: 519/326-3447.

• GEORGIA SHORT TRACK - AMA/Weaver Mechanicals, Georgia Karting Komplex, Carnesville. Info: 404/962-7888.

ILLINOIS SHOW - J&P Promotions, 9th Annual M/C Parts Extravaganza & Ride-In Bike Show, Belle-Clair County Fairgrounds, Belleville. Info: 319/462-6011.

ILLINOIS TRIALS - Forest City Riders/D-17, State Championship, Byron. Info: 815/962-3498.

• INDIANA MOTOCROSS - AMA/Dist 15/Hoosier Hilltoppers M/C, Uniontown. Info: 812/522-1522.

• KANSAS MOTOCROSS - Outlaw MX Series, Northeast Kansas Motocross, Westmoreland. Info: 913/456-2516.

KENTUCKY MOTOCROSS - AMLA, Pendleton Co. M/C Park, Gardnersville. Info: 606/472-3442.

• MAINE MOTOCROSS - New England Sports Committee, Lewiston. Info: 413/772-0685.

MINNESOTA OBSERVED TRIALS - Upper Midwest Trials Association, Faribault. Info: 612/224-0222, 507/645-6065.

MISSOURI HARE SCRAMBLES - MXP, Fingerlakes, Columbia. Info: 314/392-2475.

• NEVADA MOTOCROSS - On Trac Events, Silverstate Motocross, Carson City. Info: 702/267-4392.

• NEW MEXICO ENDURO - AMA/Prairie Dawg M.C., RMEC/TSCEC, Lincoln Nat'l Forest, Cloudcroft. Info: 505/434-0454.

NEW YORK MOTOCROSS - Long Island Sports Committee/Joseph Merrill, Suffolk Meadows Race Track, Yaphank. Info: 516/924-2399.

NEW YORK OBSERVED TRIALS - AMA/D-4, Corning. Info: 607/962-6283.

• NEW YORK MOTOCROSS - AMA/Bridgestone Tire, New York State Championships, Broome-Tioga Sports Center, Binghamton. Info: 607/648-4997.

NEW YORK RIDE - NYC H.O.G. & Muscular Dystrophy/H.D. of NYC, Mystery Observation Run, New York City. Info: 718/278-1515.

OHIO HARE SCRAMBLE - CRA/Proffer Promotions, Blackcoal Series - Rnd 5, Cable Creek, Toronto. Info: 216/538-2220.

• OHIO MOTOCROSS - Ohio International Raceway, Ravenna. Info: 216/369-5993.

• OREGON ROAD RACE - Oregon Motorcycle Road Racing Assn., Portland Int'l Raceway, Portland. Info: 503/221-1487.

• OREGON MOTOCROSS - CMC, Trans-Cal MX Nationals - Rnd 2 Pacific Northwest, Albany SX Track, Albany. Info: 503/928-4474.

PENNSYLVANIA MOTOCROSS - Sleepy Hollow Motocross, Fredericksburg. Info: 717/273-1180 or 717/273-9212.

PENNSYLVANIA HILLCLIMB - AMA/New England Hillclimbers Assoc. Inc., Tyler Hill. Info: 413/2267-4713.

• PENNSYLVANIA MOTOCROSS - Happy Ramblers Motorcycle Club, Hanover. Info: 717/633-7708.

PENNSYLVANIA MOTOCROSS - The Challenger, State Championships, Clarksburg. Info: 412/726-5495.

RHODE ISLAND HARE SCRAMBLES - NETRA, Championship Series, Woodsocross, W. Greenwich. Info: 203/875-5757.

• SOUTH DAKOTA DIRT TRACK - AMA/Jackpine Gypsies M.C., Jackpine Gypsies Clubgrounds, Sturgis. Info: 605/347-3418.

• TEXAS MOTOCROSS - Texas State Championship Series - Rnd 2, Swan Cycle Park, Tyler. Info: 903/882-4215.

TEXAS VINTAGE MOTOCROSS - AHRMA/Progressive Suspension, Fall Classis, Swan Cycle Park, Tyler. Info: 713/497-3366.

WASHINGTON ROAD RACE - WMRRA, Seattle International Raceways, Kent. Info: 206/972-4499.

WASHINGTON ENDURO - River City M/C, Capitol Forest/Rock Candy Mountain Entrance, Olympia. Info: 206/926-3582.

## Sun, Sept 25

PENNSYLVANIA HARE SCRAMBLE - AMA/Dist 6/Flying Dutchmen Motorcycle Club Inc., Pine Grove. Info: 717/345-6340.

## Tues, Sept 26

• OKLAHOMA MOTOCROSS - RBH Inc., Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.

## Wed, Sept 27

CALIFORNIA DRAG RACE - NHRA, Street Machine Drags, Sacramento Raceway, Sacramento. Info: 916/363-2653.

MICHIGAN MOTOCROSS - Midwest Racing Association, Milan Cycle City, Milan. Info: 313/289-2100.

## Fri, Sept 29

• DELAWARE SHORT TRACK - Delaware Motorsports Inc., Delaware Short Track Championship Series, Seaford Speedway, Seaford. Info: 302/422-6066.

GEORGIA MOTOCROSS - Thunder Creek MX, High Falls. Info: 912/994-6630.

• NORTH CAROLINA HALF MILE - AMA/MARS/Carolina Harley-Davidson Dealers Association, New Asheville Speedway, Asheville. Info: 910/629-2415.

MICHIGAN MOTOCROSS - Midwest Racing Association, Milan Cycle City, Milan. Info: 313/289-2100.

• TENNESSEE MOTOCROSS - Northeast Tennessee Raceway, Greeneville. Info: 615/234-0772.

TEXAS MOTOCROSS - Terry D. Cordray, Mosier Valley Motocross Park, Euless. Info: 817/540-0815.

## Sept 30-Oct 1

CALIFORNIA GRAND PRIX - Prospectors M/C/D-37, 10th Annual 1995 Claifornia Grand Prix, Hungry Valley SVRA, Groman. Info: 818/344-8151 or 310/676-4504.

GEORGIA OBSERVED TRIALS - Southeastern Trials Riders Assn., Conyers. Info: 205/880-9561.

• IDAHO MOTOCROSS - SIRA/EIMA, Idaho State Championship, Rupert Fairgrounds, Rupert. Info: 208/436-7071.

KENTUCKY DRAG RACE - AMRA, 10th Annual North American All Harley Drags Final, Beech Bend Raceway Park, Bowling Green. Info: 708/250-0838.

MISSOURI HARE SCRAMBLES - Flat River Gran Prix, St. Joe State Park, Park Hills. Info: 314/392-2475.

• NEW JERSEY MOTOCROSS - AMA/Jay Irwin/Ken Landerman, 19th Annual Kawasaki Motocross Race of Champions/Fall Classic Motocross Series, Raceway Park MX, Englishtown. Info: 908/446-7800.

WASHINGTON HILLCLIMB - Southern Wyoming Dirt Riders Assoc., Kent. Info: 307/786-2348.

## Sat, Sept 30

• CALIFORNIA MOTOCROSS - Rojo Productions, Saturday Night Racing Series, Starwest Supercross Park, Moreno Valley. Info: 909/657-8845 or 909/943-4535.

• CALIFORNIA MOTOCROSS - CRC, Saturday Night Motocross, L.A. County Raceway, Palmdale. Info: 805/272-8889.

CALIFORNIA MOTOCROSS - Racing Enterprises Motorsports, Carlsbad Raceway, Carlsbad. Info: 619/484-1441.

CALIFORNIA FLAT TRACK - Barona Speedway, Ramona. Info: 619/464-1104.

• COLORADO SPEEDWAY & TT - Dirt Ass./IMI/Fun Wheels, TT State Championship, Longmont. Info: 303/678-7879.

• FLORIDA MOTOCROSS - County Line Raceway, Bradenton. Info: 941/755-8700.

• FLORIDA SUPERCROSS - West Florida Motocross Park, Milton. Info: 904/623-6038.

• GEORGIA MOTOCROSS - Calhoun MX, Calhoun. Info: 404/943-4935.

GEORGIA MOTOCROSS - Wings & Wheels, Bremen MX, Bremen. Info: 404/941-8464.

• GEORGIA SHORT TRACK - AMA/Weaver Mechanicals, Georgia Karting Komplex, Carnesville. Info: 404/962-7888.

• KENTUCKY MOTOCROSS - AMA, AirTime Raceway's 1st Annual Invitation to the Nation, KTMXA points, AirTime Raceway Inc., Tiline. Info: 502/928-4034.

MASSACHUSETTS JUNIOR ENDURO - NETRA, Championship Series, Steerage Rick Jr., Brimfield. Info: 203/875-5757.

• NORTH CAROLINA MOTOCROSS - Silver Creek Motocross, Morganton. Info: 704/584-8519.

OHIO MOTOCROSS - Midwest Racing Association, Delta Raceway, Delta. Info: 313/289-2100.

OHIO MOTOCROSS - AMA/Dist 11/Dirt Country, Blanchester. Info: 513/791-8970.

OHIO MOTOCROSS - AMA/Dist 11/Action Sports Promotions Inc., Nelsonville. Info: 614/594-6686.

• OKLAHOMA MOTOCROSS - RBH Inc., End of Summer Biggie!, Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.

• PENNSYLVANIA SHORT TRACK - AMA/Armin Hostetter/Trail-Way Speedway, Hanover. Info: 717/359-4310.

• TENNESSEE MOTOCROSS - AMA/OnTrac, Hot Summer Nights Series, Appalachian Fair Grounds, Gray. Info: 615/577-5364.

## Sun, Oct 1

CALIFORNIA OFF ROAD - San Diego County Sports Committee Inc/D-38/FRT/The Mud Ducks & Mud Hens, The Smitty's Cycle Center Mudhen III with it's infamous mudhole, Plaster City west BLM open area, El Centro. Info: 619/427-5759.

• CALIFORNIA TT SCRAMBLES - AMA/Lodi M.C., Lodi. Info: 209/544-1027.

• CALIFORNIA MOTOCROSS - CMC, Trans-Cal MX Nationals - Rnd 2 South, Rainbow II Raceway, San Jacinto. Info: 619/246-7262.

• CALIFORNIA MOTOCROSS - California Motocross Association, GFI Fall Series North - Final Rnd, Sandhill Ranch, Brentwood. Info: 209/673-8080.

CALIFORNIA DUAL SPORT - AMA/D-37 Dual Sport/California Trail Riders, 6th Annual Cycle News Dual Sport Jamboree, Barton Flats Campground, Big Bear. Info:714/992-9291.

• CALIFORNIA MOTOCROSS - GFI Racing/OT/Over The Hill Gang Barvacobi Memorial, Perris Raceway, Perris. Info: 909/684-6996 or 310/864-6875.

• FLORIDA MOTOCROSS - ProSports USA, South Florida Motocross Summer Series, County Line Raceway, Ona. Info: 407/333-2356.

• GEORGIA MOTOCROSS - Dixie M/C Sports, Georgia Fall Series, Hillbilly Hills, Roberta. Info: 912/788-0413.

INDIANA HARE SCRAMBLES - AMA/Dist 15/Stoney Lonesome M/C, Columbus. Info: 812/342-4411.

• KANSAS MOTOCROSS - K.O.R.R. Championships, Silver City MX, Sterling. Info: 316/636-5113.

• KENTUCKY MOTOCROSS - AMA, Daniel Boone Motocross Park, Sheltowee Series - Rnd 15/Honda Backwoods Shootout - Axo Day, London. Info: 606/877-1364.

• LOUISIANA OVAL & TT OUTLAW - Swampland Raceway, Grand Prairie. Info: 318/363-3734.

MARYLAND MOTOCROSS - AMA/Dist 7/Antietam M.C., Hagerstown. Info: 301/797-8686.

• MASSACHUSETTS MOTOCROSS - New England Sports Committee, Southwick. Info: 413/772-0685.

MASSACHUSETTS ENDURO - NETRA, Championship Series, Mohawk, Adams. Info: 203/875-5757.

• MEXICO MOTOCROSS - Too Much Fun Promotions, LaPlaya Motocross Grand Prix Rnd 4, Cantamar Sand Dunes, Rosarito. Info: 001/52-661-22525.

• MEXICO SUPERCROSS - FMM/IDEA-Interticket/Tecate Top Racing Team, Pista Del Sol, Guadlajara. Info: 011-528/378-1521 or 378-5957.

MICHIGAN MOTOCROSS - Baja Acres, Millington. Info: 517/871-3356.

• MISSOURI MOTOCROSS - Outlaw MX Series, Agency Motocross, Agency. Info: 913/456-2516.

MISSOURI VINTAGE MOTOCROSS - AHRMA Midwest Regional Series/Donnelson Cycles, Flat River, Park Falls. Info: 414/694-4331.

NEVADA HARE & HOUND - AMA/Team No Snivelers, Hungry Valley OHV Park, Reno. Info: 702/265-5489.

NEW YORK OBSERVED TRIALS - AMA/D-4, Locke. Info: 315/497-3600.

• NEW YORK MOTOCROSS - AMA/Dist 3/C.N.Y.M.R.A./Frozen Ocean Motocross Park Inc., amateur, Auburn. Info: 315/784-5466.

NEW YORK MOTOCROSS - AMA/Ace Motocross, Motofest/1995 Championship Point Series, Ace Motocross, Modena. Info: 914/463-2093.

• NORTH CAROLINA MOTOCROSS - N.A.M.E., Fall Series, Rolling Hills Cycle Park, Reidsville. Info: 910/342-4492.

NORTH CAROLINA HARE SCRAMBLE - Devil's Ridge, Lee Co. 100/North Carolina Hare Scramble Series, Sanford. Info: 919/776-2412.

OHIO MOTOCROSS - Midwest Racing Association, Stars of Tomorrow-Youth Championships, Delta Raceway, Delta. Info: 313/289-2100.

OHIO CROSS COUNTRY - AMA/Dist 5/Racer Productions, GNCC, Jewett Buckeye, Jewett. Info: 304/594-1157.

OHIO ENDURO - AMA/Dist 11/Pioneer Motorcycle Club, Waterford. Info: 614/989-5338.

• TENNESSEE MOTOCROSS - AMA/Christiana Raceway, Christiana Raceway, Christiana. Info: 615/896-3245.

TENNESSEE MOTOCROSS - KTMXA, T-N-T MX Park, Milan. Info: 901/987-3029.

TEXAS ENDURO - AMA/Post Enduro Association, National Championship Series, Turkey. Info: 806/354-8447.

TEXAS SHOW - 7th Annual Motorcycle Expo, Show & Swap Meet, Convention Center, Arlington. Info: 214/216-5520.

• TEXAS EUROPEAN HARE SCRAMBLES - AMA/Trail Riders of Houston, Mills Road Motocross Park, Houston. Info: 713/894-0364 or 713/376-4726.

• VIRGINIA MOTOCROSS - AMA/Birch Creek Motosports, VA State Championship Series, Actiontown Motocross Park, Dillwyn. Info: 804/836-3633.

VIRGINIA HARE SCRAMBLES - Blue Ridge Cycle Club, State Championships, City Reservoir, Martinsville. Info: 703/632-5931.

WASHINGTON MOTOCROSS - Motocross Northwest, NW Pacific Coast Championship, Washougal Motocross Track, Washougal. Info: 503/673-1671.

## Wed, Oct 4

CALIFORNIA DRAG RACE - NHRA, Street Machine Drags, Sacramento Raceway, Sacramento. Info: 916/363-2653.

• MEXICO SUPERCROSS - FMM/IDEA-Interticket/Tecate Top Racing Team, Pista Vallarta, Puerto Vallarta. Info: 011-528/378-1521 or 378-5957.

MICHIGAN MOTOCROSS - Midwest Racing Association, Milan Cycle City, Milan. Info: 313/289-2100.

## Thur, Oct 5

• OHIO MOTOCROSS - AMA/American Motosports Inc., Coshocton County Fair, Coshocton. Info: 614/596-2057.

## Oct 6-8

KENTUCKY DRAG RACE - AMA/Prostar Motorcycle Drag Racing, Vance & Hines Bluegrass Nationals, Beech Bend Raceway, Bowling Green. Info: 205/852-1101.

## Fri, Oct 6

• DELAWARE SHORT TRACK - Delaware Motorsports Inc., Delaware Short Track Championship Series, Seaford Speedway, Seaford. Info: 302/422-6066.

GEORGIA MOTOCROSS - Thunder Creek MX, High Falls. Info: 912/994-6630.

TEXAS MOTOCROSS - Terry D. Cordray, Mosier Valley Motocross Park, Euless. Info: 817/540-0815.

## Oct 7-8

• ARIZONA MOTOCROSS - CMC, Copper State Classic - Rnd 3, Nomad Race Club, Sierra Vista. Info: 602/849-1572.

CALIFORNIA DUAL SPORT - AMA/Ride Runners M/C, Angels Camp. Info: 408/475-3619.

TEXAS TRIALS - United States Central Regional Trials Championship, Lone Star Two Day, Muenster. Info: 214/382-7505.

VIRGINIA DUAL SPORT - AMA/Northern Virginia Trail Riders, Mt. Solon. Info: 703/339-5131.

## Sat, Oct 7

• CALIFORNIA MOTOCROSS - Rojo Productions, Saturday Night Racing Series, Starwest Supercross Park, Moreno Valley. Info: 909/657-8845 or 909/943-4535.

CALIFORNIA SHORT TRACK - Budweiser Racing, Plaza Park Raceway, Visalia. Info: 209/651-5114.

• CALIFORNIA TT SCRAMBLES - AMA/Lodi M.C., Lodi. Info: 209/544-1027.

• CALIFORNIA MOTOCROSS - CMC, Trans-Cal MX Nationals - Rnd 3 North, Sacramento Raceway Park, Sacramento. Info: 916/363-2653.

• COLORADO SPEEDWAY & SHORT TRACK - Dirt Ass./IMI/Fun Wheels, Short Track State Championship, Longmont. Info: 303/678-7879.

• GEORGIA MOTOCROSS - Calhoun MX, Calhoun. Info: 404/943-4935.

GEORGIA MOTOCROSS - AMA/Road Atlanta, Road Atlanta, Braselton. Info: 404/967-6143.

• KENTUCKY DIRT TRACK - Paducah Dirt Riders, 1/4 mile, Paducah. Info: 502/444-6438.

• KENTUCKY MOTOCROSS - AMA/Yeiser Enterprises, Thorobred Series Championship, Bluegrass Motocross Park, Winchester. Info: 606/744-5916.

MICHIGAN MOTOCROSS - Midwest Racing Association, Milan Cycle City, Milan. Info: 313/289-2100.

• MINNESOTA DIRT TRACK - AMA/Omar's Dirt Track Racing Inc., 3/8 mile Semi-Pro/Amateur/Youth, Kandiyohi County Fairground, Willmar. Info: 612/593-1283.

• MISSISSIPPI MOTOCROSS - NMMA/GNC qualifier/Latimer Park MX, Latimer Park, Baldwyn. Info: 601/365-8307.

NORTH CAROLINA MOTOCROSS - 226 MX, Marion. Info: 704/652-3758.

• OHIO MOTOCROSS - CRA, Malvern Motocross Park, Malvern. Info: 216/262-4945.

• PENNSYLVANIA SUPERCROSS - AMA/Armin Hostetter/Trail-Way Speedway, Hanover. Info: 717/359-4310.

• TENNESSEE ARENACROSS - KTMXA/Paris Dirttrackers Inc., 5th Annual Tenn. State Championship, Henry Co. Fairgrounds, Paris. Info: 901/642-0511.

## Sun, Oct 8

• ARIZONA OFF ROAD - Whiplash Motorsports, Rainbow 100, Buckeye. Info: 602/971-3730.

ARKANSAS HARE SCRAMBLES - Championship Series, Lost Creek Park, Amity. Info: 501/890-6346.

• CALIFORNIA MOTOCROSS - CMMC, Barona Oaks Raceway, Ramona. Info: 619/467-0474.

• CALIFORNIA MOTOCROSS - GFI Racing, Fall Series - Rnd 3, Glen Helen OHV Park, San Bernardino. Info: 909/684-6996.

• CALIFORNIA MOTOCROSS - CRC, Sponsorship Series, L.A. County Raceway, Palmdale. Info: 805/272-8889.

• CALIFORNIA MOTOCROSS - Rhino Racing, Pozo. Info: 805/489-0694.

• FLORIDA MOTOCROSS - Motocross of Marion County, Reddick. Info: 904/591-2050.

• FLORIDA MOTOCROSS - Wausau Motocross, Wausau. Info: 904/638-1012.

• KANSAS HARE SCRAMBLES - AMA, Kansas State Forward Motion Hare Scrambles C'ship, Santa Fe Trail Cycle Park, Carbondale. Info: 913/836-9171.

KENTUCKY MOTOCROSS - AMA, Pendleton Co. M/C Park, Gardnersville. Info: 606/472-3442.

• MASSACHUSETTS MOTOCROSS - New England Sports Committee, Middleboro. Info: 413/772-0685.

MASSACHUSETTS TURKEY RUN - NETRA, Greylock Tr/Dual Spt, Washington. Info: 203/875-5757.

MASSACHUSETTS HILLCLIMB - AMA/New England Hillclimbers Assoc., Inc., Monson. Info: 413/2267-4713.

• MEXICO SUPERCROSS - FMM/IDEA-Interticket/Tecate Top Racing Team, Pista San Pedro, Monterrey. Info: 011-528/378-1521 or 378-5957.

MICHIGAN MOTOCROSS - Midwest Racing Association, Gran Prix/Suzuki Contingency, Milan Cycle City, Milan. Info: 313/289-2100.

• NEBRASKA MOTOCROSS - Outlaw MX Series, White Sands Raceway, Ashland. Info: 913/456-2516.

• NEW YORK SHORT TRACK - AMA/Square Deal Riders M.C., SDR Raceway, 1/4 mile, Harpursville. Info: 607/693-3159 or 693-2634.

NEW YORK HARE SCRAMBLES - NETRA, Championship Series, Stateline, Petersburg. Info: 203/875-5757.

OHIO MOTOCROSS - Sunset Ramblers, Galion. Info: 419/562-6931.

OHIO HARE SCRAMBLES - AMA/Russell Racing, National Championship Series, Millfield. Info: 304/292-2122.

OKLAHOMA CROSS COUNTRY - OCCRA, Erick. Info: 405/672-1423.

• OKLAHOMA MOTOCROSS - Oklahoma State Championship Series - Rnd 8, Stillwater. Info: 405/355-1106.

• OREGON ROAD RACE - Roadracing Association of Motorcyclists, Coos Bay International Speedway, Coos Bay. Info: 503/269-2474.

PENNSYLVANIA HARE SCRAMBLE - AMA/Dist 6/Flying Dutchmen Motorcycle Club Inc., Pine Grove. Info: 717/345-6340.

• PENNSYLVANIA MOTOCROSS - AMA/Racer Productions, Steel City USA, PA State Championships, Delmont. Info: 304/594-1157.

PENNSYLVANIA MOTOCROSS - AMA/Dist 5/Bellco, PA State Championship, Steel City USA, Delmont. Info: 304/594-1157.

SOUTH CAROLINA HARE SCRAMBLE - Mid East Hare Scramble Series, Buffalo Creek Hare Scramble, Lancaster. Info: 704/484-9000 or 704/937-9177.

• TEXAS MOTOCROSS - Texas State Championship Series - Rnd 3, Swan Cycle Park, Tyler. Info: 903/882-4215.

• WISCONSIN MOTOCROSS - AMA/Aztalan Cycle Club Inc., Aztalan Clubgrounds, Lake Mills. Info: 414/297-9367.

## Oct 11-15

GEORGIA ROAD RACE - WERA/Road Atlanta, Road Atlanta, Braselton. Info: 404/967-6143.

## Wed, Oct 11

CALIFORNIA DRAG RACE - NHRA, Street Machine Drags, Sacramento Raceway, Sacramento. Info: 916/363-2653.

MICHIGAN MOTOCROSS - Midwest Racing Association, Milan Cycle City, Milan. Info: 313/289-2100.

## Fri, Oct 13

• DELAWARE SHORT TRACK - Delaware Motorsports Inc., Delaware Short Track Championship Series, Seaford Speedway, Seaford. Info: 302/422-6066.

GEORGIA MOTOCROSS - Thunder Creek MX, High Falls. Info: 912/994-6630.

• TENNESSEE MOTOCROSS - Northeast Tennessee Raceway, Explosion Night, Greeneville. Info: 615/234-0772.

TEXAS MOTOCROSS - Terry D. Cordray, Mosier Valley Motocross Park, Euless. Info: 817/540-0815.

## Oct 14-15

• CALIFORNIA ROAD RACE - Willow Springs Motorcycle Club, Willow Springs Int'l Raceway, Rosamond. Info: 805/256-1234.

• KENTUCKY MOTOCROSS - AMA, Sheltowee Series - Final Rnd/Pepsi AMA 250cc Fall Classic/Mega Series, 4th Annual State Championship, London. Info: 606/877-1364.

• KENTUCKY MOTOCROSS - AMA/Victory Sports, Mega Series/Kentucky State Championship, Daniel Boone MX, London. Info: 615/323-5497.

• NEW MEXICO MOTOCROSS - AMA/NMCC, Moriarty. Info: 505/888-7312.

# FREE CALENDAR LISTINGS

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 498, Long Beach, CA 90801-0498. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form. Listings must be received by the close of business on Wednesday for publication in the following week's issue.

Event date: _____

Type of event: _____ Pro Payback: ❑ Yes ❑ No

Event sanction/promoter/sponsoring club: _____

_____

Location of event: _____

_____

City/Town: _____ State: _____

Phone Number (with area code): ( ) _____

Your name: _____

# RESULTS

## Motocross
## Fossil Bowl
## Clarkia, ID
## August 27
## By Butch Pharness

AUTO
Tanner Blevins Yam
Buddy Whitcomb KTM
Logan Shelden Yam
Jake Whitcomb Yam
Sam Deatley LEM
JR MINI
Brandon Baker Kaw
Nate Hartel Yam
Logan Shelden Hon
Brandon Eacker Kaw
80 BEG
Cody Beck Yam
Brandon McFarland Suz
Joe Poe Hon
Tim Stilflow Suz
Bruce McLaughlin Yam
80 (12-16)
Anthony Eppers Kaw
Dustin Pharness Hon
S/MINI
Jeremy McFarland Kaw
Anthony Eppers Kaw
125 BEG
Joey Myers Kaw
Nate King Suz
John Moody Hon
Sam Renner Yam
Branson Jordan Suz
125 JR
Jeremy McFarland Kaw
Kurt Cannon Kaw
Clary Hawks Suz
Rob Kopp Hon
Greg Fry Hon
125 PRO
Jimmy LaMastus Suz
250 BEG
Jean Paul Dupin Hon
Tim Rex Suz
Ted Arnold Hon
Don Hull Yam
Larry Gay Hon
250 JR
Kurt Cannon Kaw
Ben Barsurnian Yam
Russ Kautzman Yam
Dan Wise Hon
Scott Rogers Hon
250 INT
John Franklin Hon
OPEN JR
Frank Behling Hus
OPEN PRO
Jimmy LaMastus Hon
Scott Eaton Hon
OT
Cris Berger Hon
Kurt Cannon Kaw
Perry Berger Hon
Greg Fry Hon
Terry Baker Hon
VET
Jim Reily Yam
BTH
Kelly Shuck Kaw
Clay Hawks Suz
Rob Kopp Hon
Ryan Whitmore Suz
John Moody Hon
PP
Julie Crowder Yam

## Motocross
## Sacramento Raceway
## Sacramento, CA
## Sept. 1

50
Jim Breneisen Yam
Stenson Womack Yam
Brian Foster Yam
Bobby Howard Yam
60
Adam Kowalczyk Kaw
A.J. Perez Kaw
80 BEG
Kyle Marsalla Hon
Steven Paye Yam
Jack Hunt Yam
Cameron Foster Kaw
Justin Randolph Yam
80 JR
Logan Masterson Yam
Christopher McAvoy Suz
125 BEG
Jim Breneisen KTM
Jon Teie Hon
Tom Nelson Suz
Steve Thinger Hon
Nick Blain Yam
125 JR
Eddie Marsalla Hon
Dan DeNuzzo Kaw
Jordan White Hon
Joseph Krantz Hon
250 BEG
Randy Spangler Yam
Bob McClary Yam
Randy Thornton Hon
Justin Carr Hon
Shane Tobin Kaw
250 JR
Joel Swanson Yam
Tim Compton Hon
Donald Wilson Kaw
Waylon Hall Kaw
Troy Kenzy Yam
VET BEG
Scott Storer Yam
Roland Womack Yam
Bob Mitchell Hon
Bret Eckert Suz
Mark Foster Kaw

## Road Race
## Calgary Motorcycle Roadracing Assoc.
## Calgary, Canada
## Aug. 27

VET
Stu McColl Kaw
Bill Rodgers Hon
Fernando Peris Kaw
Grant Sauerberg Yam
NOV
Gary Villetard Yam
Bill Peris Yam
Brian Curry Suz
F-2 PRO
Paul Ludwig Hon
Pat Farrand Yam
Stephen Wellman Hon
L/W PROD PRO
Pat Farrand Yam
Paul Ludwig Hon
600 S/SPRT PRO
Murray Clift Kaw
Lee Johnston Hon
Leo Johnston Hon
Tom Penner Yam
Paul Botting Yam
OPEN S/SPRT PRO
Murray Clift Suz
Dan Gregory Suz
Stan Vander Helm Hon
Jason Skandich Suz
Barry Gallaugher Hon
OPEN S/BK PRO
Murray Clift Suz
Stan Vander Helm Hon
Jason Skandich Suz
Gregory Bar Suz
Steve Bell Suz
F-1 PRO
Murray Clift Suz
Gregory Bar Suz
Stan Vander Helm Hon
Jason Skandich Suz
Danny Gallaugher Hon
F-2 AM
Graham Syncox Yam
Tim Easton Hon
Scott Bainbridge Yam
Alan Wade Yam
Don Wallis Yam
L/W PROD AM
Graham Syncox Yam
Tim Easton Hon
Alan Wade Yam
Don Wallis Yam
Mark Gardener Yam
600 S/SPRT AM
Paul Pridday Hon
Rob Jonasson Hon
Colin Pope Hon
Tim Johnson Hon
Scott Hawrylenko Hon
OPEN S/SPRT AM
Alan Ferro Suz
Ron Baker Hon
Colin Pope Hon
Paul Pridday Hon
Rob Jonasson Hon
OPEN S/BK AM
Alan Ferro Suz
Hima Maher Suz
Ron Baker Hon
Paul Pridday Hon
Rob Jonasson Hon
F-1 AM
Hima Maher Suz
Alan Ferro Suz
Grant Walb Kaw
Colin Pope Hon
Paul Pridday Hon

## Motocross
## Sprout Patch Competition
## Billings, MO
## Aug. 26
## By Gale Boswell

50
Jimmy Albertson
Earl Heathcock
Michael Simmoneau
Tyler Mallow
Dylan Tomlin
60
Gregg Albertson
Missy Clark
Stephen Simmoneau
Earl Heathcock
Robert Busick
80 BEG
Joe Jarvis
Charles Hachetel
Micheal Hanks
Brett Thompson
Jonathan Tomlin
125 BEG
Scott Woods
Danny Patrum
Brandon Behling
Charles Amodeo
Jeremy Rapp
80 SR
Drew Cunha
Dusty Emerson
Ray Ruppert
125 NOV
Phillip Wasson
J.W. Teasley
Jay Vazquez
250 BEG
Chris Kirk
Ryan Powell
Mitch Risner
Tim Bradshaw
Michael Sportsman
250 NOV
Derrick Porter
Kenson Goff
EX
Ron Turner
R.D. Peterson
Brian Bacal
Keith Friebe
30+
Brian Albertson
Tim Christman
Fred Giarette
Chuck Dietz
Dennis Tomlin
COMB OPEN
Ron Turner
Vernon Richmond
Daniel Lariviere
Jack Jones

## Motocross
## Sprout Patch Competition
## Surdyke Yamaha Appreciation Series
## Final Standings
## Billings, MO
## By Gale Boswell

50
Jimmy Albertson
Michael Simmouneau
Earl Heathcock
Tyler Mallow
60
Gregg Abertson
Missy Clark
Stephen Simmoneau
Earl Heathcock
80 BEG
Joe Jarvis
Charles Hachtel
Micheal Hanks
Troy Lester
Scott O'Conner
80 SR
Drew Cunha
Dusty Emerson
125 BEG
Brandon Behling
David Woods
Danny Patrum
Dale Rector
Charles Chrisman
125 NOV
Randy Brown
Phillip Wasson
J.W. Teasley
250 BEG
Chris Kirk
Mitch Risner
Olen McCasland
250 NOV
Sam Henry
Derrick Porter
Jack Jones
EX
Ron Turner
Keith Friebe
COMB OPEN
Ron Turner
Vernon Richmon
Sam Henry
Jack Jones
Chad Shellenberger
30+
Brian Albertson
Tim Christman
Dennis Tomlin

## Motocross
## El Paso MX Park
## El Paso, TX
## Aug. 27
## By Chris Wollard

P/W
Glenn Wilsom KTM
Darel Gomez KTM
Mike Weber KTM
60
Derek Coker Kaw
Nathan Pacheco Kaw
Sergio Chao Kaw
80 NOV
Shane Smith Kaw
Robert Foster Yam
Daniel Fambrough Kaw
Darshan Phillips Kaw
Derek Coker Hon
80 AM
Ben Schmitt Kaw
Jorge Almonza Yam
Zachary Gomez Yam
Guy Einig Kaw
Lee Fambrough Yam
SUPERMINI
Joe Sanwick Kaw
Ben Schmitt Kaw
Jimmy Lavorgna Kaw
Guy Einig Kaw
Lee Fambrough Yam
125 BEG
Craig Gaillardt Suz
Mark Tieman Kaw
Richard Cramer Yam
Eddie Cordova Suz
Phillip Holguin Yam
125 NOV
Mike Richards Kaw
Jason Lavorgna Kaw
Aaron Wilbanks Suz
Jason Archuleta Hon
Joey Taylor Suz
125 OPEN
Dave Donaldson HOn
Denny Garley Hon
Mike Reynolds Kaw
Trardnon Ash Suz
Jason Archuleta Hon
125 AM
Jacob Gilsdorf Hon
Denny Garley Kaw
Joe Sanwick Kaw
Mark Armijo Hon
Jeremy Blount Suz
125 EX
Travis Hodges Kaw
250 BEG
William Powell Suz
Jeff Borczynski Yam
Michael Jaecks Hon
David Fenn Hon
Travis Laman Kaw
250 NOV
Eric Naasz Yam
Russell McSpedden Hon
Scott Sellers Hon
Trardon Ash Suz
Micheal Moorman Yam
250 AM
Jacob Gilsdorf Hon
John McDonald Hon
Benny Finn Kaw
Dennis Birk Suz
250 EX
Travis Hodges Kaw
Mark Traversy Suz
Jeff Rago Hon
500
Chris Wollard Hon
Keenan Greseth ATK
Bruce Blymiller Kaw
Eugene Vorderbruggen Hon
Ramon Colon Hon
30+ C
Russell McSpedden Hon
Larry Bamford Hon
Mark Tieman Hon
Steven Fambrought Hon
Franklin Pierce Kaw
30+ B
Mike Coker Hon
Bruce Blymiller Kaw
35+
David Donaldson Hon
Eugene Vorderbruggen Hon

## Motocross
## Mosier Valley MX
## Mosier Valley, TX
## Aug. 11
## By Claudine Cordray

50
C.T. Dickey Yam
Austin Parker LEM
Joseph Marburger KTM
Trey Flores KTM
Michelle Marella KTM
60
Brad Wolfe Kaw
Quinn Harris Kaw
David Bliss Kaw
Chris Rensink Kaw
Kristopher Folsom Kaw
80 BEG
Chad Davis Kaw
Nathan Eads Kaw
Allen Bradley Suz
Brandon Fulton Yam
Ryan Wells Kaw
80 JR
McFly Scheel Suz
Robby Shinn Kaw
Ernie Phillips Suz
Mason Scott Kaw
80 OPEN
Scotty Trimble Suz
Nathan Hale Kaw
McFly Scheel Suz
Robby Shinn Kaw
Derek McKenzie Suz
80 SR
Scotty Trimble Suz
Nathan Hale Kaw
Mike Marella Kaw
Geoffrey Mayfield Yam
Jeremy Johnston Kaw
125 BEG
Greg Pippin Suz
Brian Crofoot Suz
Nick Ellis Hon
Kelly Whitney Hon
Trent Swank Hon
125 NOV
Scott Scholting Suz
Boy-Boy Scheel Suz
Ryan Bonhard Hon
Shannon Tomecek Kaw
Scott Whitis Kaw
125 OPEN
Mike Battaile Kaw
Boy-Boy Scheel Suz
Jake Chins Kaw
Scott Scholting Suz
Ryan Bonhard Hon
250 BEG
Greg Pippin Suz
Randy Malone Hon
Larry Wright Kaw
Chris White Hon
Jay Bayles Kaw
250 NOV
David Papi Hon
Stacey Hunter Kaw
Greg Wolf Hon
250 OPEN
Randy Brown Yam
Bryan Petton Kaw
Ben Sorrenson Sr. Kaw
EXP
Clay Hoenshell Suz
Chris Safrit Suz
Warren Burch Hon
Robert Densford Yam
Darrell Fletcher Suz
25+
Chris Boice Kaw
David Chandler Hon
Russ Clark KTM
Troy Fitzpetrick Kaw
Don Donald KTM
30+
Steve McCombs Yam
Todd Watson Hon
Stacy Smith Yam
Jon Merifield Suz
Joey Marcom Yam

## Motocross
## Mosier Valley MX
## Mosier Valley, TX
## Aug. 25
## By Claudine Cordray

50
Scotty Wennerstrom Yam
Austin Parker LEM
Michelle Marella KTM
Joseph Marburger KTM
C.T. Dickey KTM
50 MOD
Quinn Harris Yam
Austin Parker LEM
Scotty Wennerstrom Yam
Trey Flores KTM
Michael Pritchett Yam
60
Brad Wolfe Kaw
Chad McNeill Kaw
Matt Lowrimore Kaw
Quinn Harris Kaw
Kristopher Folsom Kaw
80 BEG
Gerald Bradley Jr. Suz
Justin Davidson Kaw
Brandon Fulton Yam
Chris McBride Hon
Danny Oznick Jr. Hon
80 JR
McFly Scheel Suz
Robby Shinn Kaw
Joe Bailey Kaw
Aaron Smith Kaw
Matthew Pullon Kaw
80 OPEN
Beau Boynton Kaw
Nathan Hale Kaw
Mark Thompson Suz
Robby Shinn Kaw
McFly Scheel Suz
80 SR
Beau Boynton Kaw
Nathan Hale Kaw
B.J. Barnhart Yam
Mark Thompson Suz
Patrick Wright Yam
125 BEG
Jason Crow Suz
Nick Ellis Hon
Shane Slemmons Hon
Andy Beamesderfer Suz
Tony Dixson Hon
125 NOV
Greg Pippin Suz
Ryan Bonhard Hon
Philip Chandler Kaw
Shane Merkel Suz
Jason Watts Hon
125 OPEN
Ben Gary Yam
David Hallmark Hon
Ryan Bonhard Hon
250 BEG
Randy Malone Hon
Chris White Hon
Kevin Beard Yam
Jay Bayles Kaw
Larry Wright Kaw
250 NOV
Kenny Long Hon
Greg Pippin Suz
Michael Clarke Kaw
Greg Wolfe Hon
Trent Fitzpatrick Kaw
250 OPEN
Jason Eckhoff Suz
Bryan Petton Kaw
Ben Sorenson Sr. Kaw
INT
Jason Eckhoff Suz
Mike Boliver Kaw
Sparky Newlin Suz
Scotty Rice Kaw
Ray Burgess Kaw
EX
Charley Bogard Suz
Brad Woolsey Kaw
Mike Battaile Kaw
Zack Simpkins Kaw
Allen Reed Hon
25+
Randy Denby Kaw
James Skinner Kaw
Kenny Logn Hon
Derek Sims Hon
Kirk Goad Hon
30+
Steve Chappell Kaw
Stacey Smith Yam
Ray Burgess Kaw
Chris Pritchett Kaw
Jon Merrifield Suz

## Motocross
## District 11
## Ohio State Fair
## Columbus, OH
## Aug. 19
## By Rupert Pellett

50 (4-6)
Zach Ames KTM
Chris Thompson KTM
Tommy Pellett KTM
Blaine Wilson LEM
Eric Woods LEM
50 (7-8)
Tyler Grubb Cob
Kyle Preston Cob
Jacob Mohney LEM
Joey Pellett Cob
Tony Hall KTM
65
Chris Whitcraft Kaw
Dustin Cottrill Kaw
Charlie Carey Kaw
Tyler Grubb Kaw
MINI JR
Chris Whitcraft Kaw
Derek Sturgell Kaw
Charlie Carey Kaw
Dustin Cottrill Kaw
Chris Leadbetter Kaw
MINI SR
Jeff Gibson Kaw
Jeremy Brown Kaw
David Whitcraft Suz
Jeremy Caudill Yam
C.J. Leach Yam
SCHBY
Mark Burkhart Hon
Scott McMillin Kaw
Jeff Gibson Kaw
Ryan Lutz Hon
Adam Smith Hon
125 B
Charlie Dunaway Kaw
Mike Clendenin Kaw
Joey Belmont Hon
Adam Campbell Kaw
Brad Synder Hon
125 C
Adam Smith Hon
Ryan Lutz Hon
Paul Crowell Suz
Jeremy Turner Suz
Jason Branson Suz
250 B
Adam Campbell Kaw
Charlie Dunaway Kaw
Mike Clendenin Kaw
Jason Rogers Hon
Billy Walker Yam
250 C
Jeremy Lutz Hon
James Dietrich Suz
Craig Bauer Kaw
Brandon Mather Kaw
Shawn Vernier Hon
OPEN B
Mike Russell Hon
Eric Wentworth Hon
Greg Evans Hon
Scott Thompson Hon
Donald Passavant Hon
17-24
Charlie Dunaway Kaw
Pat Thrall Hon
Brad Synder Hon
Joey Belmont Hon
Billy Walker Yam
25+
Eric Wentworth Hon
Joey Defelice Hon
Gerry Bennett Hon
Bill Reiss Hon
Dale Slabagh Suz
30+
Tim Peck Suz
GerryBennett Hon
Bill Reiss Hon
Scott Gainer Kaw
Randy Thibaut Suz
40+
Gerry Bennett Hon
Bill Reiss Hon
Jim Adams Hon

**Send results of races ASAP after the event to: Results, Cycle News, P.O. Box 498, Long Beach, CA 90801-0498. Results should be typewritten, and include the type of event, name of race track, city and state where located, date of event, name of person submitting the material, the top five finishers in each class, and the brand of bike each finisher rode.**

# WANT ADS

## HELP WANTED

### Mechanic Wanted
$40,000 a year. *★ Expert with all Japanese makes. *★ Excellent track record and work history. Contact Mike or Vic (714) 646-2428, fax (714) 645-3251. All inquiries confidential. CA. (221-TFN)

COLE BROTHERS Suzuki needs parts person and mechanic. (818) 980-3715. CA. (227-TFN)

A MECHANIC AT LEAST 3 years experience on the job full time. We appreciate mature knowledgeable motorcyclists. $10 per hour + 15% commission. Insurance, vacation. Harley, BMW, U.S. 41, Green Bay. (800) 236-1729. WI. (223-TFN)

### Technician Wanted
Experienced Honda, Yamaha + Kawasaki technician wanted. Watercraft Experience a big plus. Top pay + benefits. Busy shop. Call Mark at Kolbe Cycles (818) 348-7865. CA (231-TFN)

### Honda Sales, Parts & Service
Growing multi-line dealership in So.Ca. seeks experienced M/C salesperson who has excellent sales ability and a proven track record. Parts position available. Honda experience preferred and DCS knowledge helpful. Also need Honda technician with 2-5 years experience. Competitive pay, benefits and commissions for key people interested in long term employment. Contact Tom (714) 521-3642 or fax resume (714) 521-9070. CA. (233-TFN)

### Service Writer/Manager Wanted
Looking to relocate to one of the hottest recreational capitals of the US? Havasu Wheels Inc. has an opening for a qualified Service Manager, 5 days a week, vacation and profit sharing. Must have a good attitude, experience, and references. Send resume to Havasu Wheels Inc., 1665 Mesquite Ave., Lake Havasu City, Az. 86403 or telephone (520) 855-3119. AZ. (234-37)

### ★★Multi-Store/Franchise★★
Three store operation looking at additional locations. Phoenix metro area. Honda, Yamaha, Suzuki, Kawasaki, BMW, Sea-Doo, Polaris. Career opportunities, excellent benefits. All positions available: sales, parts, service, office. 20k-80k+. We're top performers in a top marketplace. Positive attitude required. Send resume in confidence to: The Motorsports Group, 1701 North Arizona Ave., Chandler, Arizona 85224. AZ. (334-37)

### Sales Person - Florida
Busy motorcycle and watercraft dealer has full time sales position available. Sell Honda, Yamaha, Kawasaki, Suzuki, Sea-Doo from under one roof. Year round position. Experience a help, but will train right person. 5 day work week, benefits. Send resume to Cycles of Palm Beach, 2353 N. Military Trail, W. Palm Beach, FL 33409. Fax (407) 683-1877, Tel. (407) 683-1642. FL. (235-37)

### Mechanic Needed
Mature person experienced in complete engine rebuilding; motorcycle maintenance with experience in machine shop including boring bar and some lathe and mill work. (800) 323-5811. CA. (236-39)

### Technician Wanted
Fast growing progressive KTM dealership looking for qualified experienced mechanic. Skilled in all facets of motorcycle repair, both street and dirt. Excellent pay, friendly work atmosphere on Florida's nature (west) coast. Call David at (904) 596-8028. FL. (236-37)

### Service Position
Immediate opening for service management position. Customer service experience recommended. Wage and benefit package. EOE. Contact Jill at (510) 657-7200. CA. (236-38)

### General Manager
One of the largest multi line dealers in the country wants an experienced, organized person who can get the job done, instead of making excuses. Write 6649 Renkrib Ave,. San Diego, Ca 92119. CA. (236-37)

### Come to the Midwest
We need career mechanics to join our used M/C repair emporium. We recondition used Japanese and American bikes. We also sell and service new Suzuki. 600 units per year. Tired of the bike city? Bring your family to Davenport, Iowa. Brenny's Motorcycle Clinic. Ask for Mark. (319) 359-7222. IA. (336-37)

### ★Technicians★
Tired of turning wrenches? Looking for a rewarding career? Technician Instructors needed in all areas of motorcycle repair for our Phoenix, AZ and Orlando, FL campuses. Teaching experience not require; we will train you. * Paid training, * five day work week, * paid vacation, * growth potential, * profit sharing. If this sounds like the opportunity you've been waiting for, call Larry Barrington 1(800) 528-7995 in Phoenix, AZ or call Bernie Thompson 1(800) 342-9253 in Orlando, FL. (236-38)

### Accessory Sales
Long Beach, Calif. accessory manufacturer needs inside sales person. No cold calls. 50% order taking, 50% call out. M/C experience required. Salary and commission. Call Thursday and Friday, 3p.m. - 5:30p.m. only. (310) 630-5356. CA. (336-37)

### Service Writer/Mgr. Wanted
Kawasaki, KTM, Polaris, Ski-Doo full line dealer. Positive self starter needed. Salary based on experience. Please fax resume to Pro Caliber, Vancouver, Wash. Fax (360) 750-0329. WA. (336-38)

### Serv. Writer Parts & Tech.
Needed serv. writer 2-3 years, parts 1-3 years, technician 2-5 years experience. Year round work. Pay commensurates with experience. Contact Steve. M-F 9-5 (310) 534-2311. CA. (236-37)

### Houston Texas
Ks Humble Yamaha, Suzuki, Polaris has openings for experienced technicians. Benefits, vacations, top pay! Fax resume to (713) 446-6566 or call Dianne at (713) 446-7165. TX. (336-37)

### Help Wanted:
Are you an enthusiastic, self-motivated salesperson looking to increase your income? We have the southeast's largest selection of new and used motorcycles, ATVs, scooters and personal watercraft, excellent floor traffic, superior advertising budget, fantastic location and un-paralleled reputation. If you're into making $$$, then you need to fax your resume to (770) 442-9857. Roswell Fun Machines, Atlanta, GA. Honda, Suzuki, Yamaha, Ducati, Husqvarna, BMW, Sea-Doo. GA. (237-38)

### Sales - Oregon - Huge Volume
We're cranking! Dirt, watercraft and ATVs our specialty. Huge used inventory along with Sea-Doo, Yamaha, Kawasaki. Second store has Sea-Doo, Honda. Strong F&I department. Fun place to work and live if you are beginner or a pro. Cycle Sports of Salem. Call Scott (503) 390-9000 or Eugene call Bob (503) 302-9000. OR. (037-338)

### Accessories Manager, Oregon
Dealership needs career minded manager for our large dynamic accessories department. Proven sales ability and merchandising skills a plus. Pay commensurates with experience. Send resume to Cycle Sports, 5103 Portland Rd., Salem, OR 97303. Or call Dennis (503) 390-9000 between 10 a.m. and 12 noon Pacific time. OR. (237-39)

### Service Manager
High end, European, multi-line dealership, near San Francisco, seeks aggressive, business minded individual to manage service department. Experience with BMW required, Ducati, Triumph and Lightspeed a plus. Fax resume to (415) 454-1639 or call (415) 454-2041. CA. (337-38)

### Service Manager Needed
For multi line urban dealer. Fax resumes (704) 394-2543 or call Jack (800) 334-1067, NC. (704)394-7301. NC. (234-37)

## BUSINESS OPPORTUNITIES

### Business For Sale
Ceramic composite cylinder plating service business. Includes shop equipment, office equipment, formula for processes, small inventory. Serious inquiries by fax only. Fax (619) 560-7036. CA. (228-TFN)

SUCCESSFUL MULTI-LINE motorcycle/watercraft dealership in California's central valley is for sale. Please contact Richard at (209) 847-2020. CA. (236-37)

## COLLECTORS

### Pre-70 Hon/Kaw/Yam/Tri/Etc. Wanted
Street/off-road Honda, Kawasaki, Yamaha, Marusho, BMW, Ducati, Triumph, Vespa wanted. Early '70s and projects for certain models considered. (714) 843-0235. CA. (329-43/C)

'73 BULTACO 350 Pursang 80% restored $900/obo. Honda EX1000 generator $400. NX650 forks clamps wheel, brakes, $200/obo. Mikuni TMX38 carb $50. Wanted 36mm TM carb. (516) 889-5036. NY. (336-37/C)

### Wanted 1973-1975 Kawasaki Z1 900
Please call. 1(800) 833-3778. CA. (202-TFN/C)

### Rathjen's 35 Yr. Collection
Motorcycle and parts many brands. (509) 452-3909 or (509) 966-5887. Msg. WA. (335-40/C)

### TZ 750B Yamaha
Original, complete, unrestored, rebuilt engine. $10,500. Gordon Barrett. (317) 247-7511. IN. (135-37/C)

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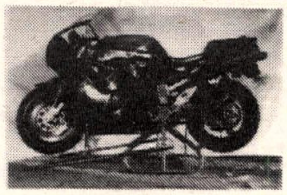

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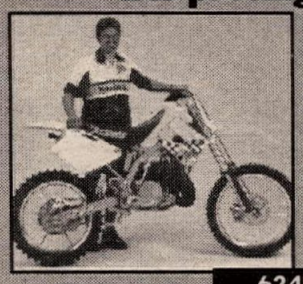

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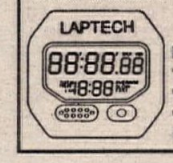

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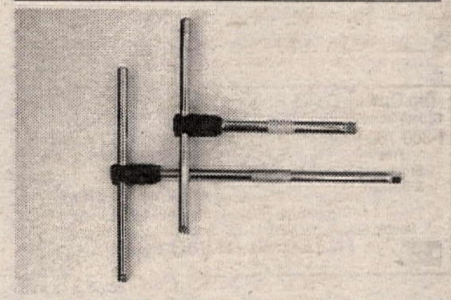

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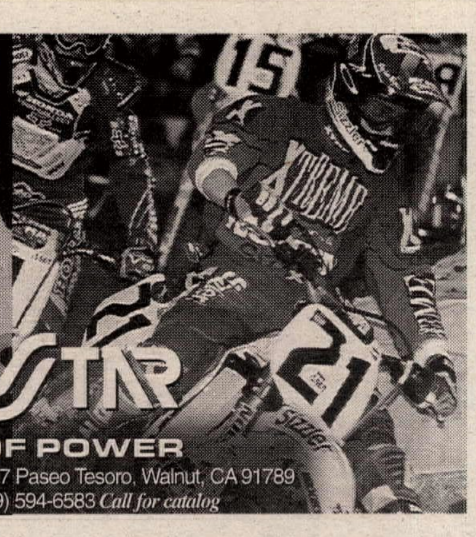

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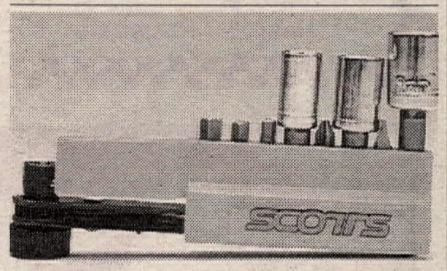

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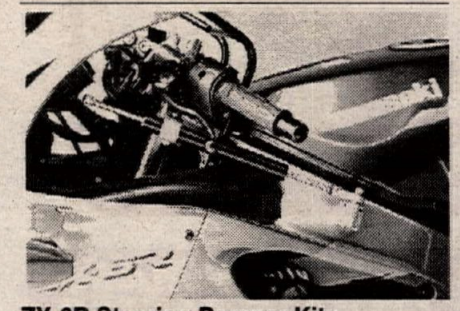

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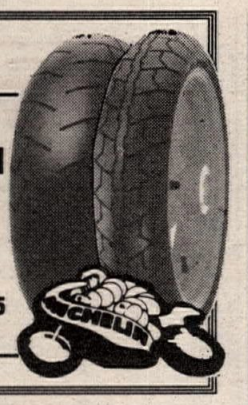

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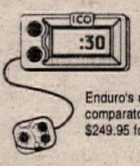

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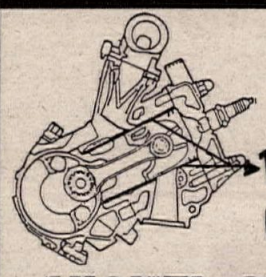

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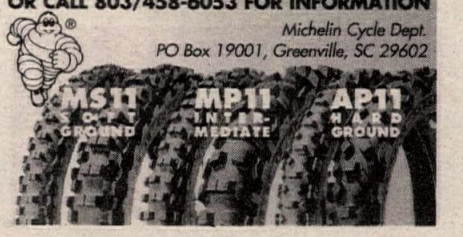




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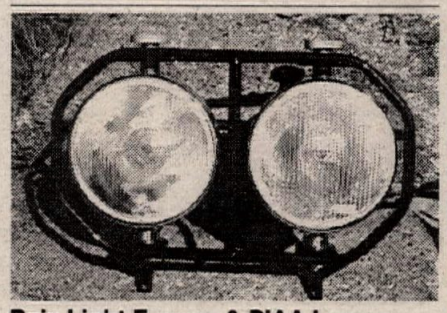

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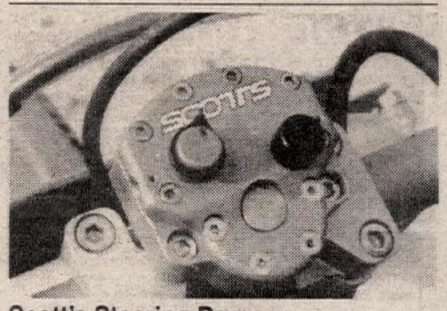

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(Size: M _____ L_____ XL_____ XXL_____ )

**Miscellaneous**
_____CN Umbrella at $29.95 _____
_____MX Cat Comic Book at .75 _____
_____Team Smitty Comic Book at $2.95 _____
_____Cycle News Stickers at 2 for $1.00 _____
_____Cycle News "Flag Stickers" at 3 for $2.00 _____

**Total** _____
CA res. add 7 1/4% sales tax _____
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### 250TDR Yamaha (Collector item)
Ultimate DP machine (twin 2-stroke TZ style), last year built ('92). 8,000 miles, perfect condition. Never off road $3,995. For information call Garth or Eric, days (702) 565-5254. NV. (336-38)

WANTED ATK frame for XR350 or XR600. (310) 833-1148. CA. (236-37)

### 1987 Yamaha SRX250
12,000 miles, very nice original. $1,495. Williamson Honda, Mill Hall, PA. (717) 726-3343. PA. (236-38)

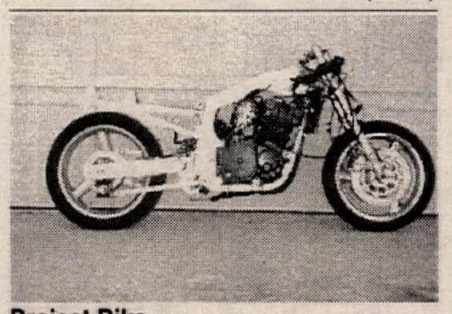
### GB500 with 600cc Kit
600cc cylinder, can, big carb, Supertrapp Clubman bars, plus all original parts. 2,800 miles, like new $4,295. Williamson Honda, Mill Hall, PA. (717) 726-3343. PA. (236-38)

### '94 KTM 400LC4, EXC
Must go!! Distributor demo, excellent condition, $2,600. Will ship free!! 1(800) 658-6213. AK. (236-38)

D'S LEATHERS. (419) 729-9639. OH. (330-28)

### Ducati 916s, Now In Stock
Along with M900s and CRs. Pre-owned '93 BMW K75S, warranty, blowout priced. Ducati F1, as new, $6,000. Myers Ducati, Husqvarna, Moto Guzzi Motorcycles, Asheville, NC, (704) 274-4271. NC. (236-37)

### '88 GMC 12' Box Van
Racer ready. Top mech. cond. $13,700. Also 3-rail bike trailer $390. Call for details. (540) 373-2192. VA. (336-37)



### Project Bike
1987 GSXR 1100 frame 1990 750 motor, rolling chassis. Marvic 5.5 rear, 3.5x17 front! Will part. $1,700/obo. (916) 246-1626. CA. (336-37/P)

### 1993 Ducati 888
6,000 miles, has just been serviced. Excellent shape $9,200. (704) 658-2254. NC. (336-39)

1982 HONDA CBX 26,000 pampered miles, stock, turn-key, $3,100. NM. (505) 466-3686. NM. (336-39)

### 1994 YZF750
4,500 miles. Perfect condition, never raced. V&H pipe, $7,300/obo. (913) 235-9505 eve. Leave message. KS. (336-37)

1987 HUSKY 430 Automatic. Dynoport pipe, new cylinder and piston, VGC, $1,250. (502) 771-4129. KY. (336-37)

### National Champion FZR400
Incredibly fast, polished frame, Sugo bodywork, #300 Oshma curved exhaust, many spares, complete motor, Total Loss ignition. Much more, call for details, $3,800/obo. (815) 227-1402. IL. (336)

1982 SUZUKI KATANA 1000 6,000 miles, $2,500. (309) 523-3119. IL. (336-40)

### Wanted Kaw KZ1300
(215) 639-8696. PA. (336-39)

### Dico Mighty Mover Trailer
20' enclosed, heavy duty ramp and floor, cars, buggies, ATVs or bikes, full length awning, inside paneling, two windows inside and outside lighting, chrome m/cycle tiedown bar, toilet and parts enclosure, wide side door with sreen window $4,200/obo. (714) 777-0126. CA. (336-38)

### Ducati Supermono
New, options $35,000. Ducati Corsa 888 race bike 200 miles $35,000. Ducati SP4 400 miles $28,000 invested will sacrafice $20,000. Ducati F1 race bike winner $5,000. G50 Matchless Team Obsolete built 40 miles $45,000. Short stroke Norton Manx $20,000. Long stroke Manx $35,000. Mike Green built 350 Ducati $6,000. Mike Green 250 Ducati $5,000 new. 250 Bultaco $2,500. Laverda SFC $10,000. Ducati 450 race bike Desmo $5,000. Harley Davidson Daytona in crate $25,000. Bimota Tesi in crate $37,000 invested sacrafice $27,000. Husqvarna 400WR $1,400. AJS 420 Scrambler in crate $4,000. Bultaco 250 enduro $1,500. Bimota DB2R factory race bike $23,000. BSA 500 Victor $1,500. (517) 892-6532. MI. (336-39)

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1995 1/2 Ducati 916. New only 300 miles. Ohlins shock. $13,800. Will ship. (901) 885-1792. TN. (336-37)

### Super Rare Gamma
Dunlop model 12,000kms excellent condition blk/whi/red $4,500. RG500 blu/whi 22,000kms rebuilt top-end runs and looks mint $3,800. Yamaha RZ500s 21,000kms solo seat $3,000. 24,000kms $2,800. Both clean original condition Honda NS400R perfect shape needs 2nd gear $2,800. Will deliver to eastern U.S. (905) 427-2378. (336-37)

1987 YAMAHA TZR250 mint original awesome 26,000kms $3,500. 1990 Yamaha RZ350 blu/yellow full fairing Canada model 13,000kms perfect $3,000. (416) 809-1673. (336-37)

### Wanted Damaged Sportbikes & Parts
'87 thru current, will pay cash and pick up Northeast/mid Atlantic. DS Motorsports. (914) 623-5446. NY. (337-39)

### Vintage Bultaco Sherpa T
'77 Sherpa T 350 showroom new condition. $1,800. (714) 642-5799. CA. (336-37)

### Street Legal Trials Bike
'82 Italjet 350cc, 6 speed trials bike street legal $850. (714) 642-5799. CA. (336-37)

### '93 Yam FZR600 Light Crash
Cosmetic only. Driveable 5,000 miles. No title. $2,000. Also many other GSXR parts. After 5p.m. EST. (906) 774-5260. MI. (336-37)

BIMOTA YB8 1991 $13,200. Ducati 851 1992 $9,800. Honda CB1000 1994 $5,500. Honda 1985 VF1000R $4,000. All about 2,000 miles and all perfect. Voice mail (313) 277-0027. (337)

### '94 KTM 440EXC $3,200
New FMF pipe, suspension by Eurocycle, Braking rotors, radiator guards, Shark fin, skid plate, airbox mods, headlight, odometer and spare arrestor. (510) 841-7021. CA. (336-37)

### Bimota
Tesi EF, DB2 SB6, BB1 Mantra. (810) 347-9638. MI. (336-39)

### 1995 Cagiva 125
Mito EV 916 replica. Very rare, never raced, serious inquiries only. $6,500/obo. (818) 707-9190, (818) 865-1904. CA. (336-37)

PARTS GALORE, exhaust systems, D&D, Muzzy, V&H, 900RRs, F2s, GSXRs, ZX-11, OW01 kit exhaust. Rims, forks, wheels for late model sportbikes. AirTech bodywork. '91-'92 GSXR750 rear subframes GSXR, 900RR, F2. (800) 461-1173. TX. (136-38)

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1990 Honda NSR 250 red and black. Derestricted - very fast. New tires, 5,000 kilometers $4,000. 1990 Honda NSR 250 sports production. Converted in every way to full RS 250 specifications new hot motor $4,000. 1991 Honda NSR 250 sports production. Fully derestricted including famous Dog Fight pipes $4,750. 1993 Honda NSR 250 blue and white new & perfect just $6,500. 1993 Honda NSR 250. Fully derestricted, nice rear sets and about 600 miles. All street equipment removed. Could be converted back to street. $5,500. 1994 Honda NSR 250 SE credit card. 6,200 km fully adjustable suspension, dry clutch - runs great. $6,900. 1995 Honda NSR 250 sports production Rothmann's replica - credit card. 1,200 miles nice $8,900. (add $400 for HRC card). 1988 Honda VFR (NC-30) 400 Rothmann's replica. 2,500 miles and in excellent condition. Single sided swing arm, only 340 pounds. $4,500. 1990 Yamaha FZR 400 sports production. This Japanese domestic model is special. Has the factory FZR 1000 front end including brakes, solo seat, hot graphics, big carbs and cams, a different frame, and carbon muffler. 9,500 miles - fast! $5,500. 1989 FZR 400. Was a Japanese street bike. Good condition. New fresh white paint. All street equipment removed and ready to race. Runs fine. $2,000. 1989 TZR 250 9,500 miles. Stock. Black and gray. Perfect paint. Runs well. $3,000. Others available. All bikes are in good shape, are fully serviced and tuned. Can ship easy. (415) 851-4422 anytime - San Francisco, Kevin. CA. (336-37)

'94 GSXR1100 PARTS, everything except frame/motor. (714) 545-6211. CA. (336-39)

CBR900RR EXHAUST, carbs, r-wheel, f-brakes, radiator fan and more. $400/obo. Call Mark. (512) 719-4277. TX. (336-37)

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Race, road bikes, 60 units: Bimota, Ducati, Gilera, Laverda, MVAgusta, Moto Guzzi, Honda, Kawasaki, Yamaha. Some new in crate. Fax (610) 799-5215. PA. (136-39)

1995 CR250 SENIOR owned. Low hours, Renthal, Pro Circuit, like new. $3,995. (805) 399-8208. CA. (336-38)

### Top $ Paid For 900RR Cams
Top dollar paid for useable 900RR cam cores. Call for more info. Ask for Jeff (714) 550-6070. CA. (334-37)

### ★★★Lou's Leathers★★★
(904) 626-1382. FL. (249-TFN)

### Wanted 1979-80 KZ1000 MK II
Please call 1(800) 833-3778. (224-TFN)

### Wanted 1981 Kaw GPz 550
Please call 1(800) 833-3778. (224-TFN)

### ★★★★★★Husqvarna★★★★★★
Big bore kits. Racing ignitions. Parts UPS daily. Mazzaferro. (707) 938-5744. CA. (225-TFN)

### Triumph Buell Kawasaki
Year end liquidation prices on new motorcycles. Classic Motor Sports, Traverse City, MI. (616) 943-9344. MI. (335-38)

### ★★MC Shine Your Dirt Bike ★★
Don't buy new plastic. Use MCShine and make scratches and dullness disappear. (800) 683-7326. CA. (229-TFN)

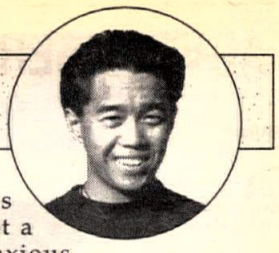
### '95 Triumph Demo Sale
Save on factory authorized low mile models. Sprints, Speedtriples, Daytona 900, Trophy 1200 and Thunderbirds. All bikes come with 2 year warranty. Also available, green Trident and Super III. We will ship. Donahue Harley Davidson, Delano, Sport Center. 1(800) 827-2530. MN. (337)

### 1993 GSXR 750 Stock Motor
1,500 miles. Mint condition with all wiring. $1,200/obo. Call Dave (407) 260-5883. FL. (337)

### Parting Out '86 Concours
Clean frame & motor, most of the plastic. (714) 893-0998. CA. (337)

# TURN FOUR

By Donn Maeda



In case you haven't noticed, new bike time is here. Personally, it's one of my favorite times of the year, and the time I get to spend riding, racing and *crashing* the latest and greatest machinery currently available almost seems like a reward for all the summer weekends I spent flying across the country covering various motocross Nationals, supercrosses, road races and trials.

Don't get me wrong - I thoroughly enjoy watching the sport's best riders do battle in search of fame and fortune - it just gets a little old week in and week out. Doing the riding and racing myself, on the other hand, remains exciting.

Bike testing is a favorite task among the editors, and luckily, I've found myself doing the majority of the MX bike tests. Street bike tests? Forget it. I'm not even tempted to raise my hand when an opportunity to evaluate a street bike comes up. That's a job I'll gladly leave to the others. The last test bike I rode on the street was a 1991 Harley-Davidson Dyna Wide Glide. I figured that it would be pretty cool to cruise around on the big Hog, but only a few miles into my initial ride I realized that I had made a serious mistake. My arms were pumping and my eyes were drying out from a lack of blinking. Was the bike that horrible? Far from it, it was actually pretty cool. An inexperienced street rider, I found myself horrified at the cars in front of, in back of, and on the sides of me. I put a whopping 47 miles on that baby before I realized that as a long-haired Japanese American, I probably looked pretty silly cruising around on one of America's finest.

Yes, the dirt is where I feel the most at home, and, coincidentally, exactly where the other editors are the most uncomfortable. (With the exception of long-time staffer Kit Palmer, that is - he was racing MX before I even knew what an M22 was.) Of all the yearly MX test sessions, my favorite are the shootouts. That's when the rest of my co-workers don their out-of-date riding gear and white helmets, and venture out of the offices and onto the track. Kit and I always share a few laughs on these occasions - it's great to see the others try their hands at jumping and roosting, especially when they'd be better off back at the office pecking away at their computer keyboards.

I think we get the biggest kick out of our senior editor, Paul Carruthers. The son of former World Champion road racer Kel Carruthers, Paul is no stranger to success on a race track. Unfortunately, none of it is his own.

Paul is actually pretty decent on a motocross bike, but it's not his riding skills that provide the laughs. It's the exaggerated, out-of-proportion stories that always seem to follow each of his riding sessions. Between him and Jeff Hain, an editor of our sister publication *Personal Watercraft Illustrated*, the riding stories become quite big, quite hairy and quite entertaining. You think Steve Lamson and Ryan Hughes had a heated battle for this year's 125cc National Championship? That was nothing compared to the three-lap wars that Carruthers and Hain waged last year at Rainbow MX Park.

And then there's my good buddy Scott Rousseau. Dedicated readers may recall our '94 500cc MX Shootout, in which I took a few stabs at Mr. Rousseau. ("A KTM 550? Great, the bigger, the better," chimed Rousseau.) Needless to say, following that particular test, Scooter became a die-hard 125 fan. Rousseau is right up there with Carruthers and Hain. The Three Musketeers, if you would. Scott tries hard and improved quite a bit last year, but upon completing a road race school a few months later, boldy proclaimed that "I don't care if I never throw my leg over a dirt bike again." Street biking was a whole new world to him, and he would make the sport his own.

No, it didn't last. I took Scott out on the '96 Kawasaki KX125 the other day so he could evaluate the low-speed carburetor jetting and the bike's ability to resist spark-plug fouling.

The last of the dirt rookies is our managing editor, Mark Hoyer. Let's just say that Mark is learning. I'm not sure if he's figured out where second gear is yet.

Don't get me wrong, Kit and I make no claims of posessing world-class skills. Come to think of it, maybe they're more like local-class skills.

Kit's a good, steady rider. He should be - he's been doing it since Harley-Davidson made a dirt bike. Long-time *Cycle News* readers may remember seeing a test rider on our covers through the years sporting number 811 and a question mark sticker on his helmet visor. That guy, you say? Yes, that's Kit all right.

When we test together, Kit has a way of staying on the opposite side of the track from me. During one of our first shootouts together I got a little over anxious and ran her up on the inside of him. Hard. I don't think Kit liked my elbow in his rib cage very much - the glare I got from him as we pulled off the track was evidence of that. I ended up going over the bars and hurting my knee later in the day so Kit couldn't really stay mad. I never heard anything else about the incident, but I know the real reason he keeps close tabs on where I am at all times.

Kit and I always have a good time when we're shooting the photos that accompany our bike tests. For some reason, Kit has a knack of capturing me on film at the exact moment that my stomach is bulging over my kidney belt. I think he does it on purpose. Bastard.

And then there's our favorite photographer Kinney Jones. A former professional MX racer himself, Kinney isn't shy when he's making demands of you. "Hey Donn, hit that berm in eighth gear wide open and do a wheelie with one foot off the peg as you exit the corner. Yeah, that will look good," he'll say. Like Kit, Kinney has a knack of capturing me at inopportune moments - mostly when I'm crashing after trying to perform one of his superhuman stunts.

So, tomorrow morning it's off to the track to test the new Suzuki RM125. And to tell you the truth, I'm a little nervous - I've heard rumors that Roger DeCoster might show up. You know, Mr. Five-Time World Champion. Mr. Team Suzuki Manager. Mr. I-Designed-This-Bike-And-You-Better-Like-It.

Kit's off to Poland to cover the ISDE, and Paul, Scott and Mark all have deadlines to meet. It's just Roger, Kinney and I.

Maybe I'll try to impress ol' Roger D. with my ability to do eighth-gear berm shots with my stomach hanging out. It's a tough job, but someone's got to do it.CN

# LOOKING BACK...

**25 YEARS AGO...**
**SEPTEMBER 29, 1970**

We've seen some fast rides, but the record-breaking 251.924-mph run of **Don Vesco** was something special. Vesco's "Big Red" streamliner screamed across the salt flats at Bonneville, Utah, powered by two 348cc Yamaha road racing engines running on ordinary gasoline. The machine's skin was recycled from a navy jet plane... One week after clinching the Grand National Championship, **Gene Romero** tore up the track at the Ascot Half Mile National in Gardena, California. It was Romero's third national victory of the season, and put him 83 points ahead of nearest competitor **Jim Rice** in the AMA standings... Nine years of effort finally paid off for **Rod Gould**, who took the 250cc World Road Racing title from reigning champ **Kel Carruthers**. Gould, Carruthers and English ace **Phil Read** lapped the oval course in Monza, Italy, at over 115 mph and their final averages were less than 0.1 mph apart.

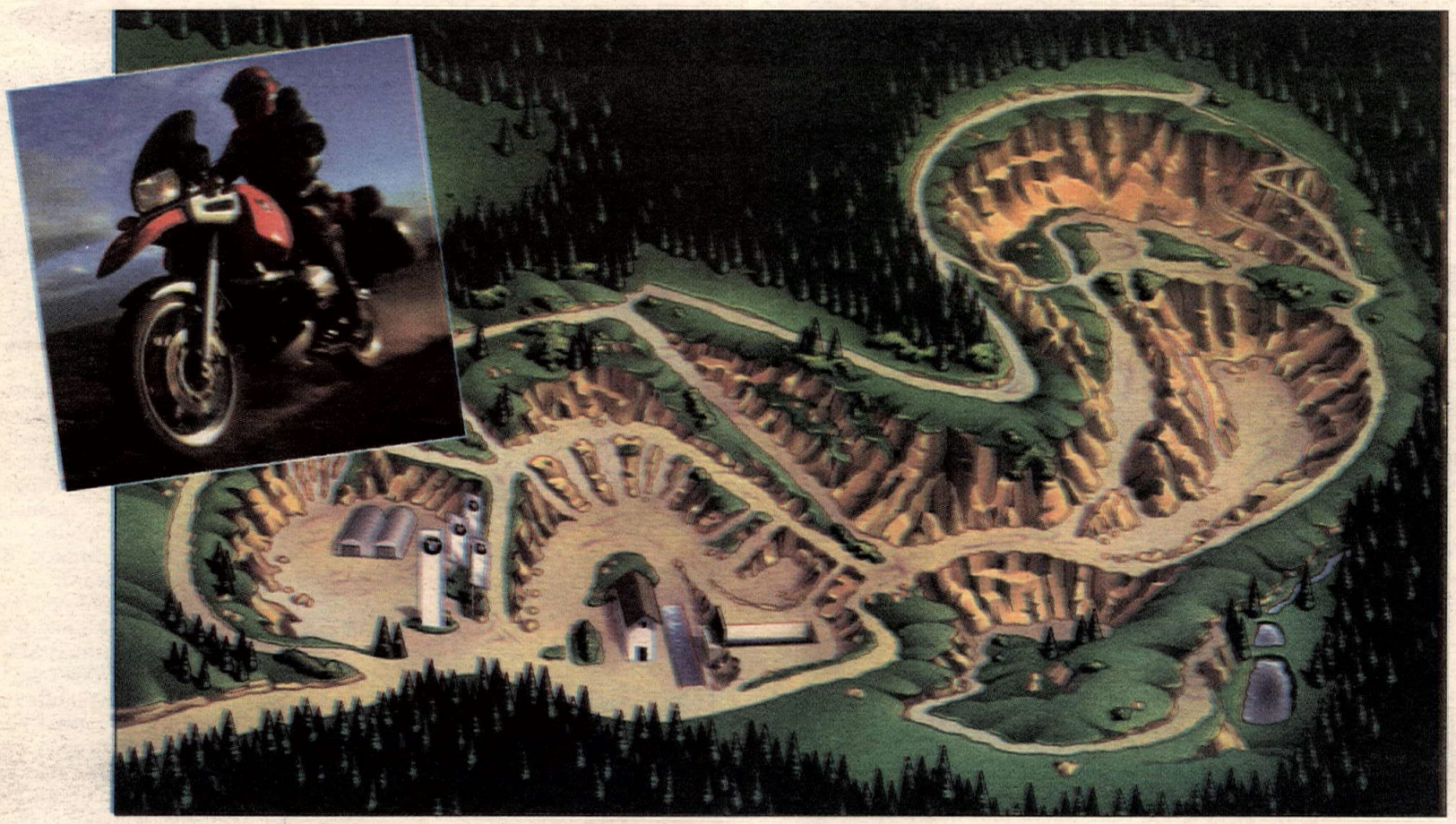
**15 YEARS AGO...**
**SEPTEMBER 24, 1980**

Speedway great **Mike Bast** discussed the reasons for his midseason retirement, citing deteriorating racing conditions and declining financial rewards. The seven-time National Champion wasn't set on leaving the sport altogether. "I have a location for a track right now," the 27-year-old said. "You might see Mike Bast Speedway in the next year."... The new king of Speedway, 21-year-old **Michael Lee**, was crowned in Gothenberg, Sweden. Lee dropped just one point in five rides. California's whiz kid Bruce Penhall, competing in his first World Final, had been considered a more likely winner but wound up in fifth... "Whoooweee!" was all that **Ricky Graham** had to say after outdistancing the competition in the 20-lap National Half Mile in Tulsa, Oklahoma, moving into third place in the AMA Grand National Championship standings. With two races left in the series, Graham was only six points behind **Hank Scott** and **Randy Goss**, tied for first.

**5 YEARS AGO...**
**SEPTEMBER 19, 1990**

Superbike National Champion **Doug Chandler** proudly displayed his new number-one plate on the cover five years ago. Chandler had a four-race winning streak going into the seventh round of the championship in Topeka, Kansas, but **Miguel DuHamel** scored an upset and his first-ever AMA National victory. Still, Chandler's third, behind **Scott Russell**, was enough to clinch the title... On a course that many riders said was unsuitable for a Grand Prix, **Michael Doohan** scored his first 500cc GP victory. Doohan described the Hungaroring in Budapest, Hungary, as the bumpiest surface he'd ever ridden on, said the curbs were too high, and bemoaned the lack of a proper runoff area... Swedish rider **Per Jonsson**, 24, became the 1990 World Speedway Champion after going one-on-one with American **Shawn Moran**. Both riders scored 13 points during the regular 20-event program at Osdal Stadium, in Bradford, England, so a four-lap runoff was held to decide the winner.

## THE BMW ROAD TO HAPPINESS SWEEPSTAKES



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To enter, complete an Official Entry Form according to directions or hand print on a 3" x 5" card your name, address and home telephone number. Mail your entry (limit one entry per envelope) via first class mail to: BMW's Road to Happiness Sweepstakes, P. O. Box 4375, Blair, NE 68009-4375. For eligibility, entries must be received by December 31, 1995. Winner will be selected in a random drawing to be conducted no later than January 15, 1996 from amongst all eligible entries received by D. L. Blair, Inc., an independent judging organization, whose decisions are final. No responsibility is assumed for lost, late, misdirected or non-delivered mail. Mutilated or illegible entries will be disqualified. Prize consists of a five-day trip for two (at least one traveler must be 18 years of age or older) to Munich, Germany. Prize includes round-trip coach air transportation from the commercial airport nearest winner's home, accommodations (one room, double occupancy), ground transportation to and from Munich airport and hotel, meals, unlimited admission to BMW's Enduro Park and use of a BMW motorcycle of winner's choice for the duration of stay in Munich (approximate prize value: $8,000). Travelers (and parent/guardian of a minor) are responsible for tips and incidentals and must execute and return a Release of Liability prior to travel. Travel must be completed by January 31, 1997. No cash equivalent or substitution for prize will be permitted. Sweepstakes open only to licensed drivers who are 18 years of age or older and are residents of the United States (except Puerto Rico). Employees of BMW of North America, Inc., their dealers, advertising, printing and promotion agencies and members of their immediate families are not eligible. Winner will be notified by mail. Odds of winning are determined by the number of entries received. Taxes are the sole responsibility of the winner. Offer is subject to all federal, state, and local laws and regulations and is void wherever prohibited by law. Potential prizewinner must sign and return an Affidavit of Eligibility within thirty (30) days of attempted notification. Noncompliance within that time period may result in disqualification and an alternate winner may be selected. Any prize notification returned as undeliverable may result in the awarding of the prize to an alternate winner. Entry and acceptance of prize offered constitutes permission to use winner's name, photograph or other likeness for the purpose of advertising, trade and promotion on behalf of BMW of North America, Inc. without further compensation to the winner, unless prohibited by law. For name of winner (available after February 15, 1996), send a self-addressed, stamped envelope to: BMW's Road to Happiness Winner, P. O. Box 4378, Blair, NE 68009-4378.